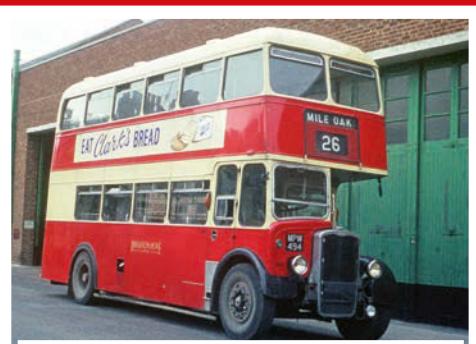


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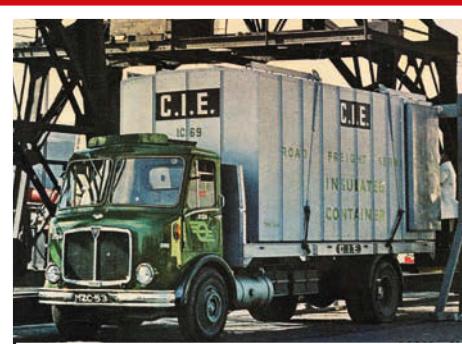
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This month's Scenes Past on parcels carriers made me dig out a couple of pictures from my days at Motor Transport in the early 1980s. I went to see Parceline – sorry, De La Rue Parceline, incorporating Courier Express, they'd already taken over another company, so much a feature of the parcels business over the years. Parceline has more recently been rebranded DPD – whatever that means. Its early 1983 Ford Cargo 7½-tonner, with sliding side door body (can't see a Boalloy badge?) would have made quite a good parcels van, while the Mercedes 307D vans which made up much of the fleet, were the fore-runners of today's Sprinters. Meanwhile, Southern Parcels, based on the Isle of Dogs, before the 'yuppie invasion', was typical of many local carriers. I visited on a dreadful foggy day, which covers up the fact that the X-registered DAF curtain-sider was already showing signs of a hard life, trying to compete with the big boys.

I feel the approach of winter as I'm writing this. It's funny, but with a few obvious exceptions, it always looks sunny in pictures from the past (to be honest, it probably was, as photographers needed the better light in days gone by, no digital cameras, which seem to be able to take photos in the dark...) and that's how we always seem to remember things.

We seem to have had a half-decent summer in 2017, judging by the reports we've seen from our rally correspondents, although I've only managed to get to a few, with more than the usual family commitments getting in the way. There are so many reports from different events, that we're lagging behind, but at least this means we'll have some sunny pictures – there don't seem to have been many wet rallies (sorry if yours was one of the few) – to look at during the dreary winter months to come.

Meanwhile, we have more articles looking at different aspects of transport from the past, ranging from the early days of motor vehicles, up to more recent times, covering goods, passenger and emergency vehicles.

One aspect in particular which has come out in the Scenes Past on parcels carriers is the way these companies were always looking for ways to make it easier to get into and out of the vehicle with deliveries. Of course, this wasn't so much to make the driver's job easier, than to make him more productive – easier deliveries mean quicker deliveries and more of them in a

day's work. That's if the driver isn't held up by anything from traffic jams to poorly-addressed parcels and consignees who just aren't there to take delivery.

Like so many other specialised vehicles, these delivery vans never seemed to take off as their designers hoped, with the possible exception of the British Road Services 'Noddy' vans, as the extra cost of purpose-built bodies and especially chassis would never be recouped.

Even some which are popular for a time seem to have disappeared without trace, for example the drop-chassis low loading height vehicles for the drinks trade. They were the best thing since sliced bread for a while; one was even used to pick up recycling in Milton Keynes in the early 1990s, as I recall, but all gone now.

On a different note, we have Malcolm's article, which previews his latest Road Haulage Archive (RHA) issue, looking at lorries in Ireland, 'Road Transport Through Irish Eyes'. The Irish approach to integrated transport seems to have been rather more successful, with road and rail working together a lot better than British Railways and BRS ever did, or the railways and bus and coach operators. Mind you, they did end up with railway companies which only ran buses. As you'll see in the RHA issue, Irish lorries were the same as those on this side of the Irish Sea – but just a little bit different. The next RHA issue will look at British lorries in Malta in the 1980s – like the Irish, the same but different...

I must apologise to contributor Colin Barker,



whose article on Derby Corporation was in the last issue. I seem to keep having 'senior moments' and mixing him up with another contributor, Clive Baker, who also hails from the Derbyshire area. Apologies to both of them – must try harder – I hope it won't put either of them off sending article to us...

Talking of which, we're always pleased to receive your contributions. I've been in the enviable position of an editor with too many letters for the space available this month, but keep them coming, we'll get them all in, sooner or later...

ON THE COVER...



This month we look at parcels carriers of the past. Quite a few of the pictures show specialised vehicles, but this Fordson 7V was anything but. Probably about ten years old when photographed, it had obviously had a mid-life rebuild, including the fitting of a 4D diesel engine. This wouldn't have made it any easier to use for deliveries, but made it extra economical.

FIRE ENGINES AT WORK

Ron Henderson talks about fire engines on the job and brings us some pictures of the chaos caused by various conflagrations.



This August 1960 department store fire would have caused lots of inconvenience to through traffic and bus services. The scene was in Northumberland Street, Newcastle upon Tyne, the city's main thoroughfare and shopping centre and also part of the A1, before the 'Central Motorway East' by-pass was built. In the left foreground is 1939 Bedford salvage tender and right at the back is one of the city's two AEC Regent fire engines. Two Leyland turntable ladders are being used as water towers although hampered by the overhead trolley bus wires.

Photographs of vehicles in their natural working environment often do not show the subjects in the best profile, but in compensation there is often just as much of interest in the background. Fire engines at work are no exception, apart from the chaos that can ensue when roads are closed or blocked by various fire engines with hose pipes stretched across roads.

Most cities and large towns are now bypassed and many major shopping streets have been pedestrianised, with many major shopping outlets relocated to out of town retail parks. Fire stations are also increasingly being relocated to out of town sites and renamed community fire stations, despite the fact that they are often inaccessible to anyone without a car.



Above: Someone's prized possessions have gone up in smoke in the back of a Dennis removal services van. Pictured in Rochdale in the mid 1960s, a Dennis F12 pump escape and Bedford-Miles water tender have responded to the call, with the firemen being engaged in removing the van's contents to get at the seat of the fire.

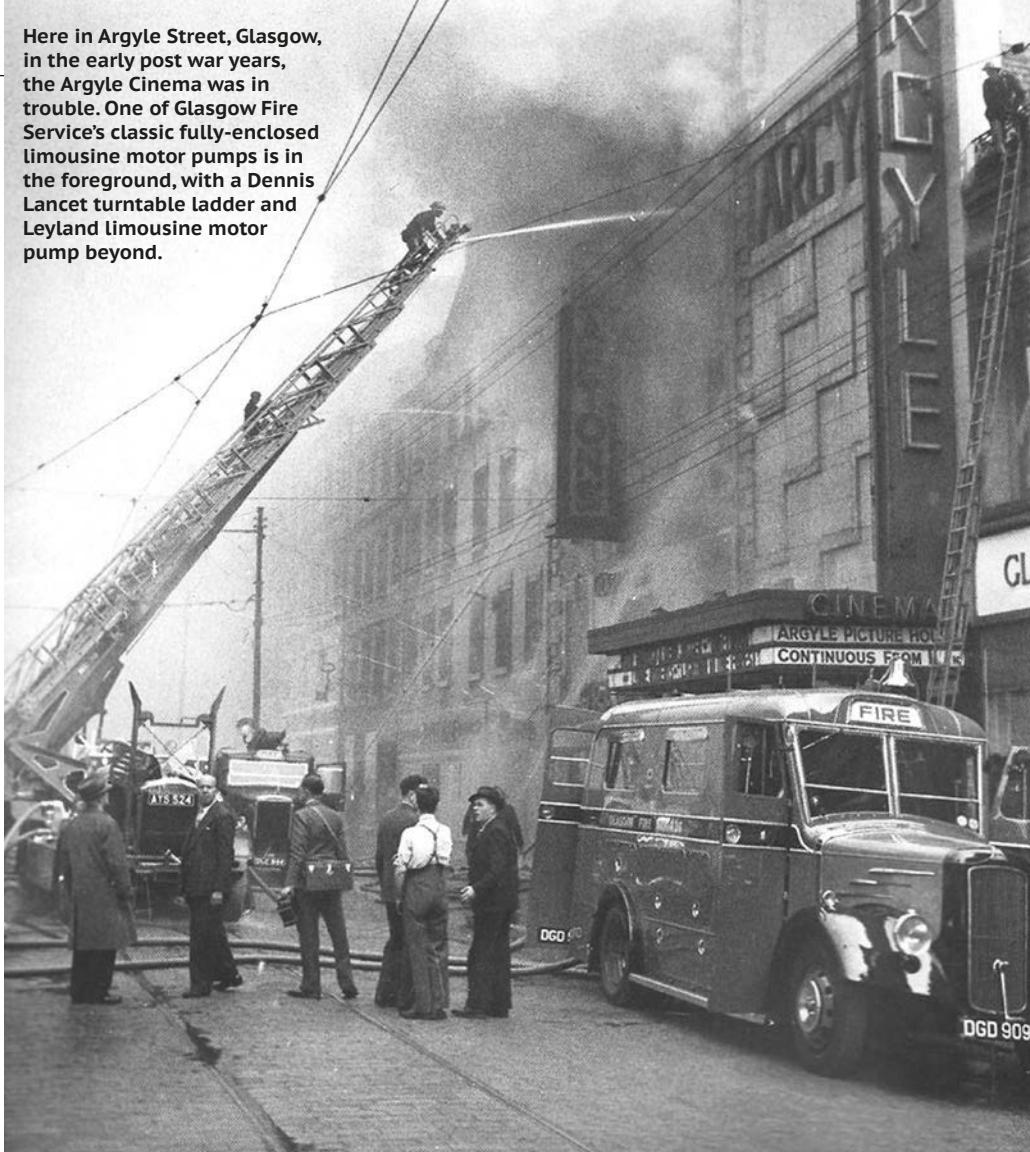
Over the years, many major fires have occurred in large department stores, when they were situated in the centre of town, with a major trunk road running right past, such as the Great North Road (A1), which at one time went right through the centre of many cities and towns before they were by-passed. A major fire in a city centre would cause chaos to local and through traffic, not to mention the local passenger undertakings.

The road would be impassable, with fire engines connected to hydrants blocking the street and inevitably an assortment of turntable ladders, operating as water towers or undertaking rescues. There would be great inconvenience to motorists, especially the haulage and delivery drivers held up in jams and having to seek alternate routes to their destination.

Not only would the street where the fire was situated be closed, but surrounding streets would often be closed as well, owing to other fire engines drawing water from hydrants on different water mains. All pumping appliances carried a set of hose ramps, under which a line of hose could be placed, monitored by a fireman tasked with signalling traffic to slow down, as well as occasionally moving one of the ramps, to suit the width of different vehicle wheel tracks, enabling traffic to cross over the hose. There were also specialist hose ramps for tramcar tracks.

At some of the big fires, upwards of 20 fire

Here in Argyle Street, Glasgow, in the early post war years, the Argyle Cinema was in trouble. One of Glasgow Fire Service's classic fully-enclosed limousine motor pumps is in the foreground, with a Dennis Lancet turntable ladder and Leyland limousine motor pump beyond.



Above: Fawcett Street, Sunderland, was another main north-south thoroughfare and important shopping centre. A major fire at Hardy's furniture shop in 1972 caused major inconvenience and holdups to through traffic and vehicles in surrounding areas when twenty pumping appliances and three turntable ladders were dispatched to the fire. The fire engine in the left foreground has made the long journey from Northumberland County Fire Brigade's Wallsend Fire Station.



Above: One way to keep traffic moving or leave a clear route for reinforcing fire engines was the construction of a pipe bridge, to carry six inch hose over the roadway. This equipment was part of the Auxiliary Fire Services inventory and disappeared when the service was disbanded by the government in 1968. A Dodge Kew and a Commer-Miles dual-purpose appliance from Essex County Fire Brigade are seen using the bridging equipment at a haystack fire in 1966.

engines would be mobilised to one fire and the hose lines would resemble a giant plate of spaghetti. Problems would not end when the fire was extinguished, as a structural engineer would often need to be called to certify that the building was safe, before the road could be opened once again.

It did not always have to be some big conflagration for the fire service to block off streets. In Newcastle upon Tyne, any call to the big department stores in the city centre would result in an automatic attendance of seven assorted fire engines, which would block off half of the street, only to find the call was a fault with the alarm systems. This is not such



Above: A total blockage here, when Gosling's Drapers Store in George Street, Richmond, Surrey, caught fire in 1962. There are three London Fire Brigade Dennis machines at the scene, another Dennis and a Maudslay Merlin from Surrey Fire Brigade and one Dennis from Middlesex in attendance. The impressive building was demolished in 1968.

Above: A classic 1950s fire scene in Liverpool during a fire in a hosiery factory at Norton Street in 1957. The Dennis F12 pump escape is set into a hydrant, while wheeled escape ladders are being used as external staircases, allowing the firemen to gain access to the upper floors. In the background, one of the city's pre-war Leyland/Metz turntable ladders was being used as a water tower.

as problem now, as many fire brigades do not respond to premises plagued by fire alarm faults, unless followed up by a telephone call.

In the rare summer heat waves, inconvenience could be caused by grass fires on roadside verges, with smoke blowing over the road until the fire service arrived and blocked one carriageway until the fire was put out. These big fires were certainly inconvenient to the motorist, but were far more inconvenient and sometimes tragic for those who suffered personal loss from such events. Invariably, normality would be returned as soon as possible and once again the town and city streets would reopen to traffic.

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Apprenticed to Hall & Co

Part Four

Phil Reed concludes his account of his time working in the workshops of this well-known operator in the 1960s.

When it came to its lighter weight vehicles, the Hall & Co story was almost virtually based on Bedfords. Wherever Hall & Co worked in the South-east of the country – and that was all over the area – Bedford's slogan 'You see them everywhere' was certainly true.

In those days, if you stood on any street corner in the South-east, you would only have to wait a few minutes before a Hall & Co Bedford TK tipper hustled by, with its cheery red cab. Sand, gravel or muck-away was all grist to the mill for these TK tippers.

The company also operated TKs as long wheelbase dropside trucks, with both small-wheeled, Bedford 220, four cylinder diesel and the larger Bedford 330, six cylinder engined versions in the fleet. From memory, I do not recall Hall & Co using Bedfords with other body types, though undoubtedly there were a small number of more specialist bodied applications, which I cannot now remember.

With a cubic yard of sand weighing, depending on how dry it was, anything from around a ton up to 1½ tons, a Bedford TK could be carrying up to 10 tons in its 7 cubic yard tipper body. The fact that TKs would reliably bustle about for years with this sort of load is a credit to the Bedford/GM manufacturing ethos of using best quality materials and manufacturing them efficiently to keep the price down.

Thus Bedfords may have been cheap to buy, but they were not inferior quality. For instance, the Bedford all-riveted chassis was made of high-grade steel, and rarely showed stress cracking or fracture, despite overloading and harsh, off road operation. The chassis of many so-called premium trucks of the day had less than stellar reputations in this respect – though I will exclude Albions from this, as in four or six-wheeled form, these were another virtually bullet-proof vehicle.

The TKs also provided a very good driver environment for the time – way, way better than the Spartan accommodation offered in the LAD-cabbed Leyland or Albion. Off-road, the TK could hold its own, seemingly



Above: The pictures accompanying this article have come from Brian Collins, whose photo of the Leyland Octopus Tipper at Salfords Engineering Works appeared in the last issue. The first five and ninth are of vehicles that were part of the 21 vehicle mixed fleet operated by Brian in the early 1960s at Hall & Co's Folkestone Depot. The 16 ton Foden was the largest vehicle in the area at the time. The others were taken by Brian of vehicles from other locations.

He says: "How I wish now that I had taken more photos of my fleet, even if they were mostly 'bog standard' Bedfords together with the Albion, Guy, Commer and Foden. I have every issue of Vintage Roadscene and find it strange that, over that time, there have only been about half a dozen pictures of Hall & Co vehicles, and that from a company that probably had the biggest fleet in the South of England, and possibly in the country."

Here is fleet no 2230, TRK 912, a Bedford S Type 7 tonner, operated by Hall & Co Ltd, Folkestone Depot, with driver Alan Bullard loading Dutch Sandlime Bricks at Dover.

being well-suited in working up to its axles in mud without complaint. The Bedford 330 diesel was a willing workhorse, though high performance was not one of its strengths, especially with 10 tons on the back.

Even though they were cheap to buy, Hall & Co treated its Bedford TKs just like its heavier, premium vehicles. That meant that they were operated intensively, well-maintained and, when major or minor components needed overhaul, its Salfords workshop complex could handle the job.

There were also a few bonneted TJ type Bedfords in Hall & Co service. I have a vague recollection that they were still being bought in very small numbers by the company during my time with the firm – and previous to that had been a popular Hall & Co choice. Again, like the TKs, the bonneted TJ types were generally bodied as tippers or dropside lorries. What Hall & Co's parameters were for specifying a J type in preference to a TK were not privy to a humble apprentice.

More unusually, given Hall & Co's apparent



Above left: Fleet numbers 2549 and 2656, registrations not known, Commer Type QX 8 ton Pressurised Bulk Cement Tankers, operated by Hall & Co Ltd, Folkestone Depot. **Above right:** Fleet no 2720, 9364 BY, an Albion Clydesdale 9 ton tipper, driven by Denis Moore, seen at Folkestone Depot.

lack of enthusiasm for heavier BMC lorries, was the popularity in the fleet of the FG. This was generally specified in 30cwt/2 ton payload, short wheelbase format and fitted with a dropside body. As such, the FG was a willing, if noisy workhorse. The type was used in the Hall & Co fleet as a workshop hack/parts delivery vehicle and also as delivery vehicles based at the company's large chain of builders merchants.

The Salfords workshops had a few FGs on its strength. An FG was certainly the transport for my first trip out as an apprentice. Accompanying a senior apprentice, we ventured north through London's Blackwall Tunnel (there was no Dartford Crossing then) on some expedition.

I cannot remember what the purpose of our sortie was, but it may have been to fix a Hall vehicle broken down in the major Blue Circle Cement works, which I think is now under the site of the Lakeside Shopping Centre. However, I do remember being amazed at how narrow the two-way Blackwall Tunnel was – and on a later trip out by myself with a much larger lorry, having to figuratively 'breathe in' to squeeze by another big lorry coming by in the opposite direction.

Other makes of lorry at the lighter end of the weight range were TS3 engined Commers. This manufacturer was seen, in its day, as being a cut above Bedfords, Fords and BMC trucks in the light to medium weight sector. For whatever reason, Halls was not a big operator of Commers and, as far as I can remember, they were mostly used as bulk cement tankers or by the Hall & Co fuel delivery business.

Light vans did not seem to be a Hall & Co thing, though I do remember some A55 vans and pickups, with BMC's awful column gear change (I assume that Ford and Vauxhall's

superior take on column shift was more successful because they only tried it with three speed gearboxes, not four speed like BMC. And the last A55 bought by the company was probably actually an A60 pick-up, which was allocated to a long serving employee, who carried out an unknown (to me) specialist travelling role for the company. He had previously had a much-cherished A55 pick-up and his new vehicle was molly-coddled in the same way.

Later on, Hall & Co switched to the Bedford HA van for its limited small van requirements – which seemed very lively and modern compared with an A55, but then what wouldn't? Bedford HA vans were also the chosen vehicle of choice for apprentices to

learn to drive on.

While every apprentice got in truck driving time, shuffling vehicles around the large Salfords' works estate, most did not have driving licences. So, as part of their apprenticeship, Hall & Co provided time for older apprentices, who had full licences, to take the learner driver apprentices out on the road. The company also provided the van for the learner to take his driving test – it must have been a good system, as most passed first time.

In among all this cosy chat about vehicles, I'll bring you back down to earth with a bump – or rather with a lot of very loud and very discordant clangs. One of the most unpleasant jobs I did as an apprentice



Above: Fleet no 1843, NVB 916, a Bedford A Type 6 ton tipper from Folkestone Depot, driver not known, seen being loaded with As Dug Aggregate by a classic Michigan wheeled loader.

was working in the 6 cu yd Ritemixer mixer drums. Concrete, being a very abrasive product, over time wore out the Archimedes screw inside the drum. This process was exacerbated by the mixer drivers not properly washing out the drum after they had unloaded.

The situation would thus build to a state where the drum was not properly agitating the concrete and unloading was impaired. In turn, this would set in train a series of events. The interior of the drum would be inspected on the truck, by removing inspection plates around the drum. If the drum blades were excessively worn, or heavily coated with 'set' concrete, it would be lifted off the lorry and securely positioned on the ground, with its narrow, open end pointing vertically upwards towards the sky. A previously overhauled drum would then be fitted on the lorry and it would be back at work in very short order.

All well and good so far, with nothing to worry an apprentice – the next stage did though. An apprentice in the relevant shop would be summoned and told that his job would be to get in the drum and chip away the set hard concrete from the internal screw blade. To do this, you would climb up a ladder, enter the drum through its narrow end and lower yourself down into the drum interior. A colleague would then pass down your tools and gas-cutting equipment. You would then hack away with hammer and chisel or in extreme cases air operated



Above: Fleet no 3291, 1966 VB, was a Foden with S21 Cab, 16 ton capacity Pressurized Bulk Cement Tanker, operated by Folkestone Depot.

chipping gun.

All this was happening in pitch dark, with only an inspection lamp for illumination – the noise was incredible in the enclosed space. Then, once you had cleaned the old concrete away – and it had to be done properly as, if you didn't, it would cause the

gas-cutter to spurt flame all over the place – you could then start cutting out the worn blade sections.

This added extreme heat to your already noisy, dark, cramped and stuffy environment. Then, once you had removed the worn old sections of the blade satisfactorily, you could electric weld in new steel. All in all, this was a horrible, horrible job – and one which I hope that I will never be asked to do again.

Apart from their bright red cabs, Hall & Co lorries were further distinguished by their registration numbers. Four sets of Croydon-allocated identifying letters were used across its car and van fleet: BY, OY, RK and VB. These were presumably allocated by the registration authority to Hall & Co in large blocks.

When I finished my apprenticeship, I had learnt a great deal – including how to cope with a unique initiation ceremony on my 21st birthday and transition to full-skilled status. This involved being mobbed by my fellow apprentices, my nether regions liberally coated in thick graphite grease and bundled up in chains and hauled upwards on an overhead gantry to be left high in the air above the machine shop.

A more lasting benefit of being 21 was the rise in money. I had hoped that I would



Left: Fleet no 2153, SVB 913, a Commer QX Type, with a 3 cu yd Agitator Type Ready Mixed Concrete drum, operated by Hall & Co Ltd's 'Surecrete' division, seen being loaded.



Above: Here is 930 CRK, a Guy Warrior 11 cu yd tipper, similar to one operated at Folkestone Depot, to deliver aggregates to the Cheriton ready-mixed concrete depot.

get about £18 per week, which would have been very good money at the time (1968). In the event I was getting around £16 per week, which was a considerable increase on apprentice wages – and was a good rate by my standards. This would have increased with time, but as it happens time was not something that could be relied upon.

About two years before I finished my apprenticeship Hall & Co was taken over by RMC. This company had a more focussed attitude to business, in that it concentrated on its core activities and gradually jettisoned (as it seemed to me at the time) its non-core activities. On the ground, we soon found out that the Salfords workshop was not part of this core role.

As a result, within months of my becoming a skilled man, RMC announced the closure of the Salfords workshops – it's now an industrial estate. The upshot was that I literally had to get on my bike and look for another job – which in the booming 1960s was an easy task.

With 20:20 hindsight, would I have taken the same start to what turned out to be a career of nearly 53 years working in and around commercial vehicles? While it had its ups and downs, I think that I would have done the same, if I had my time over again, which says something I suppose...

■ Next time, we will follow-up Phil's recollections of working for Hall & Co with some more information about the company's operations from a previous era, sent in by Alan Biggs.



Above left: Fleet no 2386, VBY 940, a Ford Thames Trader Bulk Cement Tipper, operated by Hall & Co Ltd, Mitcham Depot, seen here at Surecrete Ready Mixed Concrete. **Above right:** Fleet no 2701, YOY 918, Ford Thames Trader 7 ton tipper, from Maidstone Depot, seen loading aggregate at Romney.

THE LUCK OF THE IRISH?

Here, **Malcolm Bates** sets the scene for the latest volume in the *Vintage Roadscene 'Road Transport Archive' series* – 'Road Transport Through Irish Eyes'. It's packed with previously unpublished photos and contains some recommendations for further reading. But as Malcolm suggests, you could do better than that – by visiting Ireland yourself.



Above: Pictured when new in October 1934, this impressive Armstrong Saurer two-axle rigid with draw-bar trailer would have been a rare sight on Irish roads. Hunter's of Limavady was a miller and grain and seed merchant, so this combination would have regularly been loaded to the hilt with heavy grain sacks. UK-assembled Saurers were a premium product and significantly, Hunter's ordered a brand new draw-bar trailer at the same time, rather than spoil the effect with a second-hand one. It would be interesting to learn more, but sadly, as was print trade practice at the time, this official press release photo from the files of 'Modern Transport' magazine has had the caption slip torn off it, during the blockmaking process.

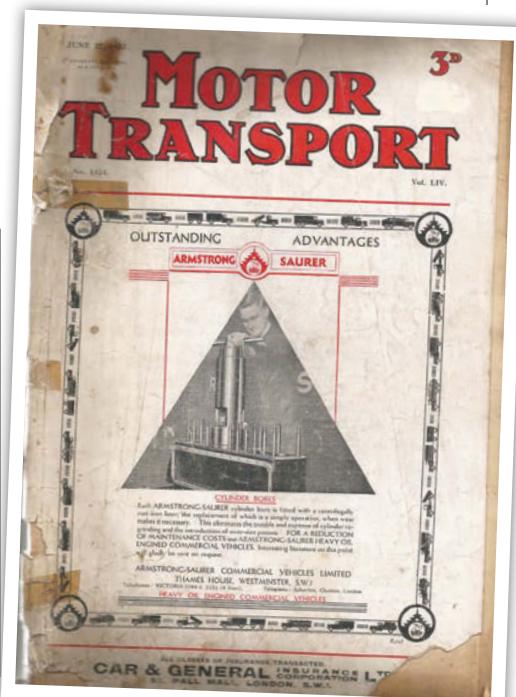
In case you were wondering, 'Limavady 9' is not the fleet number – it's the phone number!

What images come to mind when someone asks you to describe the transport scene in Ireland? Geographically, of course, whatever the political arguments, it's part of the British Isles and like the rest of us, they at least have the sense to drive on the correct side of the road. We have a lot of other things in common too. Like a taste for the same kind of beer – well at least some do. Personally, I can't stand the stuff. Then, a large number of us use an Irish-based budget airline to go on our holidays. Even if we often regret doing so. And generally speaking, we're able to communicate by using roughly the same language. So you'd think the transport scene would be pretty much the same as well, then?

Well, it is. And it isn't. True, in today's highly-regulated transport environment, the

smartly-branded Volvos and Scaniacs operated by McBurney, Caffrey, Culina Logistics and all the rest are a common sight on motorways here on 'The Mainland'. And colours and logos aside, they look pretty much like those

Right: Here we see a rare full page advert from Armstrong Saurer on the front cover of *Motor Transport*. Dated June 27 1932, we can note that, unlike the copies of *Motor Transport* from the 1960s onwards, pre-war, the weekly title was indeed a 'magazine' not a newspaper. Armstrong-Saurer Commercial Vehicles Limited was a division of Armstrong Whitworth, based on Tyneside but, in this case, the head office was based at Thames House, Westminster, SW1 – a posh address for a lorry manufacturer! As no completed vehicles are shown, we can assume that this advert came at the very start of the co-operation between Armstrong Whitworth and Saurer, but it is significant in pushing the exclusive use of 'heavy oil' engines in a market in which petrol-fuelled heavies were still common.



Right: From the same copy of *Modern Transport* in 1932, we can get a hint of both the common factors in road transport – and the differences between Ireland and the rest of Britain. The pre-war Thornycroft range included both lorries and passenger chassis, of course (as it did for a while in the post-war era), and this lovely ‘themed’ advert aimed at Farmers, Stockbreeders and Market Gardeners was apparently one of a series of adverts that we’d all love to have the complete set of.

‘Number 3’ portrays a forward control Thornycroft 2-tonner on single rear tyres, fitted with a special stake-sided dropside body, but without the Luton head often favoured by market traders at the time. In the background are workers picking fruit, baskets of which are being loaded onto the Thorny for a trip to market. The Irish connection? Like Armstrong Saurers, Thornycrofts were a premium grade chassis and would have had really hard time finding customers in the 1930s, with the recession. The flag logo suggesting ‘All British, capital, materials and labour’ certainly wasn’t something the Saurer could claim, but it was clearly considered worth appointing distributors in both Ulster (John Hill, based at 29/31 Gloucester Street, Belfast) and Thomas Thompson & Son, based at 19/22 Lower Abbey Street, Dublin, in what was still then referred to as the ‘Free State’.



Above: Pictures of lorries operating in the Republic are hard enough to find in the files of the chassis manufacturers – those from the prewar era even more so. So this rather grainy shot of a new Thornycroft ‘Trusty’ tipper for Tedcastle McCormick & Company Limited is a real find. The steel body is of substantial construction with built-in ‘Greedy Boards’.

operated by transport operators based on the English side of the Irish Channel. But it wasn’t always thus.

While commercial vehicles that had already had a first life in England, Scotland or Wales were once commonly exported ‘across the water’, to start a second working life in Ireland, the idea of everyday roll-on/roll-off lorry traffic between England and Ireland is a relatively recent development. Starting in the era of highly-regulated nationalisation – and British Transport Commission/British Road Services – it didn’t start to develop until faster ferries and independent organisations such as Northern Ireland Trailers started to develop alternative routes such as Preston to Larne in the 1960s.

Before that? That’s where things get interesting. In fact, just about everything relating to the transport scene on the island of Ireland is interesting – yet is often not recorded or documented in anywhere like the same detail we’re familiar with in the rest

JUNE 27, 1932.

**MOTOR
TRANSPORT**

**Trades that trust to
THORNYCROFT
TRANSPORT**

**(3) Farming, Stockbreeding, Market Gardening,
Fruit Growing, etc.**

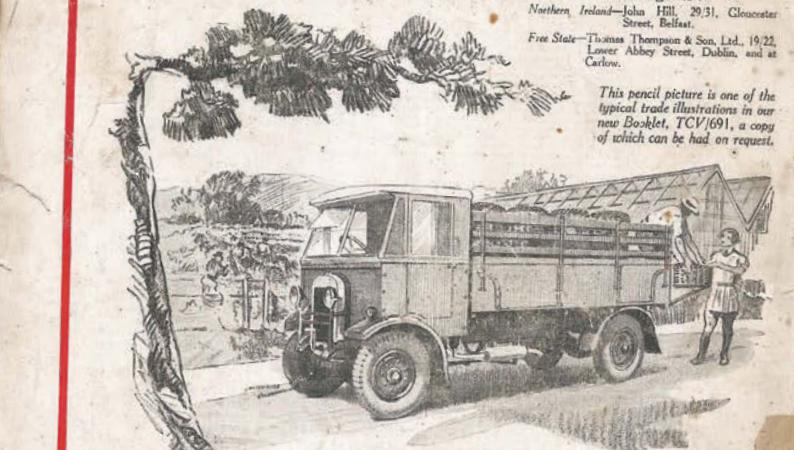
For the widely varying requirements
of these trades we supply all types of
**LORRIES, VANS, MILK TANKS and FLOATS,
HORSE BOXES, ETC.,**
for loads of 2 to 12 tons.



John I. Thornycroft & Co., Limited, Thornycroft House, Smith Sq., London, S.W.1

Irish Agents :
Northern Ireland—John Hill, 29/31, Gloucester Street, Belfast.
Free State—Thomas Thompson & Son, Ltd., 19/22, Lower Abbey Street, Dublin, and at Carlow.

This pencil picture is one of the typical trade illustrations in our new Booklet, TCV/691, a copy of which can be had on request.



Printed for the Publishers, LIFTER & SONS LTD., Dorset House, Tudor Street, London, E.C.4, by The Cornwall Press Ltd., Paris Garden, Stamford Street, London, S.E.1
Colonial and Foreign Agents :
U.S.—The International News Co., 131, York Street, New York. France—W. H. Smith & Sons, 26, Rue Rivoli, Paris; Hachette et Cie, Rue Richelieu, Paris.
Belgium—W. H. Smith & Sons, 7, Meirplein, Antwerp; De Gruyter, Antwerp; De Cloedt, Antwerp.
Australia—W. H. Smith & Sons, 10, St. Kilda Road, Melbourne; W. H. Smith & Sons, 10, St. Kilda Road, Sydney.
Canada—The American News Co., Ltd., Toronto, Winnipeg, Vancouver, Montreal, Quebec.
New Zealand—Gordon & Gotch, Ltd., Wellington, Auckland, Dunedin and 2, Queen Street, Auckland.

of the UK. And when there was an article on say, new vehicles that had just gone into service with an Irish operator? The editorial tone of mainstream UK-based journals such as ‘The Commercial Motor’ or ‘Motor Transport’ tended to hint at either patronising superiority – or hinted at humour. The story was being written for mainland readers and

there was often a hint that anything that came out of Ireland was ‘quaint’ or in some way less important.

THE SAME BUT DIFFERENT

You may have noticed that I haven’t, as yet, used the word ‘Road’ in the context of ‘Road Transport’? There’s a reason for that.



Above: On the formation of the Northern Ireland Road Transport Board, the diverse nature of the vehicles taken over – and their generally run-down condition – caused ‘Ulster Transport’ to order a significant number of new Leylands to form the backbone of its new fleet, many lasting – as here – until the 1960s.

Right: In contrast, one of the most successful post-war manufacturers of buses and lorries in the south of Ireland was AEC. The Southall-based manufacturer set up a local assembly 'CKD' operation, in partnership with its dealer in the Republic, which could well have helped AEC win a significant order for new Mercury and Mandator chassis, as depicted here on the front cover of 'The AEC Gazette', AEC's house journal. This Mercury is loaded with a container carrying Irish beef for export. The caption also informs the readers that these Mercury chassis were due for a hard life – Ireland is not flat, yet the mid-range and only modestly-powered AECs also had to pull a draw-bar trailer loaded with another 6 tons of beef! What looks like an official checking the load before the container was loaded on board a ship in Dublin Docks is, on closer examination, a stevedore unloading the sides of beef, as these are seen being craned on board. In other words, CIE hadn't quite 'got' the advantages of containerisation yet!

In both the Irish Republic (referred to as 'The South' by those in 'The North' who can't bring themselves to utter the word 'Republic') and Northern Ireland (referred to as 'The North' by those in the Republic who can't etc, etc), the whole relationship between road transport and transport by railway was rather different from the situation to be found in England, Scotland and Wales.

How? Ideally, the whole subject really deserves a good book to explain all the differences, but in essence the word 'nationalisation' features strongly – as does the fact that after the creation of the Irish Free State (as the Republic was originally called) in 1922, the railways in the south were quickly



amalgamated into the Great Southern & Western Railway, which ultimately became CIE. In Ulster, a similar, but entirely different form of 'amalgamation' took place after 1935. That was the creation of the Northern Ireland Road Transport Board. This also changed its name in the post-war era becoming the Ulster Transport Authority after 1948. The railway situation in Ulster was more complex, with both the cross-border Great Northern railway and the LMS (NCC) remaining independent until the creation of the Ulster Transport Authority (UTA) but, again, road and rail services (both passenger and freight) were lumped together.

The same but different, then? Absolutely. But the key difference is that the motivation behind nationalisation was not the simple 'bring large organisations employing lots of workers under state control, so as to benefit the whole of society, rather than just capitalists, bankers and bosses', which was the Labour Party policy of the time. In both the South and the North, it was more a case of rationalisation, to ensure that transport services could continue to be viable against a tide of rising costs. In short, most independent railway companies on both



Above: One from 'The Thompson Files' - a collection of professional photos taken on behalf of TBF Thompson of Garvagh in Northern Ireland. The business was founded on the ability to source good quality second-hand vehicles from 'Across the Water' in England, then, to ensure customers stayed loyal, totally strip and refurbish the chassis, adding new bodywork built by Thompson, before giving the end result, a fresh coat of paint. Thompson purchased a wide range of chassis including rigidis and tippers, as here.



Above: A classic example of how TBF Thompson built customer loyalty over the years. The old Bedford in the background would be typical of the second-hand lorries sold soon after the war, subsequently replaced by new Comers or, as here, a sparkling Leyland Comet tipper, for Boyds of Carnmoney.

sides of the Border in Ireland were facing bankruptcy, or surviving only as a result of Government grants. And of course when the whole of the South of Ireland became 'free' from Westminster, those grants stopped. And while the railways in Ulster continued to be supported from Westminster (or more accurately from Stormont), a combination of political upheaval, de-population in rural areas and the effects of the 1930s Depression, all helped contribute to the generally run-down nature of the railways across Ireland.

Whether that run-down nature was a major contributory factor in encouraging the growth of road transport in Ireland is another question. We can certainly find evidence that the lower capital costs – and running costs – of road vehicles was a contributory factor in a number of railways on both sides of the Border operating sizeable fleets of lorries and buses. And while these might have originally

been seen as being able to offer 'feeder' services to increase custom on trains, it didn't take long before road services became the most profitable side of the operation – which in the case of the extensive Londonderry & Lough Swilly Railway Company, resulted in rail services being suspended and entirely replaced by lorries and buses. Yes, for many years, it was a railway company that didn't run any trains!

UNDER NEW – BUT DIFFERENT – MANAGEMENT

In short, there was a much more relaxed relationship between road and rail in Ireland than was the case in the UK. This difference

was of course heightened once the Labour Party came to power in 1945 and embarked on a Nationalisation policy on the mainland that transformed 'The Big Four' into regions of British Railways. And countless road haulage operators into British Road Services. While there was initially much talk about 'Transport Co-ordination' – deciding which mode of transport was the most economical, or suitable for any given load – in practice very little was achieved by the British Transport Commission, before it was disbanded.

In England, Scotland and Wales, large numbers of lorries still transported bulk materials that would have been better handled by rail, while new long distance

Right: The status of this smart-looking Atkinson two-axle rigid for 'P Loane' is not so easy to identify. TBF Thompson specialised in second-hand chassis of all makes, but only had an official dealership status with the Rootes Group (Commer and Karrier) and later, with Leyland Motors (enabling Thompson to sell Albion and Scammell chassis as well). Strangfords of Dunmurry (NI) and John O'Neill of Dublin were the official Atkinson dealers – although, just to confuse things, Thompson later had a financial interest in Strangfords. So it doesn't help us confirm who the supplier was, or whether we're looking at a new or second-hand chassis as Thompsons would re-register chassis purchased in England. We don't know what load it would carry either, as 'general merchant' doesn't really help, does it?



Right: Here is one of many new Commers taken from the 'Thompson Files'. Thompson was clearly very successful in selling new Commers to customers who might have originally purchased second-hand Bedfords a few years earlier. As these local businesses grew, so their loyalty to 'TBF' continued, several switching to one or more new Leylands as the financial and economic climate improved.

coach services competed directly with express trains. And until The Beeching Report decimated local cross country railway connections, British Railways was still trying to compete with a heady mix of expensive rail marshalling yards, running mixed, stopping goods trains to all parts of the UK, while running a huge fleet of lorries and delivery vans that were not only in competition to the lorries of own-account operators and independent hauliers, but the parcels delivery fleet of BRS as well.

Only in Ireland did lorries, buses and trains all come under the same management. And that factor alone makes the Irish Transport Scene worthy of greater study.

But while I have a personal interest in Transport Co-Ordination – at one point, I wanted to be an architect and planning New Towns, when integrated transport facilities was very much the in-thing, before councils realised it was more cost-effective to do nothing and just charge motorists to park, setting the scene for the Retail Park hell we live in today – you might not have. You might not wonder at the steep gradients of the narrow gauge Trallee & Dingle as it climbs up what can only be described as a mountain pass to reach the Dingle peninsula. You might not marvel at the sheer determination



of the management of the West Clare division of CIE to replace steam locos with diesel railbuses, while the management at British Railways was still only thinking about it. Or even want to travel all the way over to the north-western tip of Donegal to wonder why anyone would possibly want to build a railway there.

But knowing some of that transport history will help explain why it wasn't considered odd to find buses parked outside railway stations that no longer ran train services. Or why fleets of lorries might have had the logo of a long-forgotten railway company signwritten on the fading paint of the cab doors.

THE PROBLEM

Having hopefully stirred-up your interest in the whole subject of transport in Ireland, I now have to tell you that finding further reading on the subject isn't going to be

easy. Historic railway coverage can be found regularly in a number of monthly publications – and a few books. But road transport? That's another matter. With just a few exceptions, Irish buses tended to be less attractive than those operating on the mainland – especially those using local bodybuilders. The exceptions – like Belfast Trolleybuses and the special touring coaches on Leyland Tiger Worldmaster chassis for CIE, with styling by Ogle Design – are then doubly interesting. As is the fact that today Northern Ireland-based Wrights Coachbuilders has reversed that trend bigtime by becoming a major supplier of good-looking passenger vehicles throughout the UK. But what about lorries?

The procurement of second-hand chassis from England, Scotland and Wales seems to have been the starting point for many successful businesses in Ireland, where the punishing road conditions in rural areas – not to mention a liberal interpretation of gross vehicles weights – would have made a constant supply of replacement chassis vital. There's another element to consider here as well – many Irish operators would have not been in a position financially to buy a brand new lorry. And those that could might, at best, manage a new Bedford, Commer, Fordson or BMC. A new Leyland, AEC, Atkinson, Foden or ERF? That would have been the stuff of dreams. Only the more wealthy operators such as the breweries, the cement companies or flour millers could afford kit like that. Look at any photo of a railway goods yard in a book on Irish railways and you're far more likely to see a few down-at-heel Bedfords than a new ERF. This again is in direct contrast to the situation today when the heavy trucks operated by Irish operators are amongst the newest and smartest on UK roads. But when something special turns up, like a pre-war Armstrong Saurer? That makes it more interesting.



Above: Here's a classic example of customer loyalty. Lorries for McElderry & Moffet crop up several times in the Thompson files. Here a new Comet tractor unit is photographed outside the Thompson workshops and showrooms. Inside is a new LAD cab with long door and a Commer 'Walkthru' van. After several corporate twists and turns, Thompson is once again the leading dealer for DAF chassis in Northern Ireland today.

There's no shortage of preserved vehicles in Ireland either. Here is part of Trevor Haydock's collection, as featured on the front cover of 'Road Transport Through Irish Eyes'. His fleet includes a rare Leyland 'Two Tonner' and a late model Bedford TL tractor unit fitted with an automatic coupling.



THE SOLUTION

Sadly many of the wonderful 'differences' in the transport scene in Ireland (in comparison with those found in the UK) chronicled so well in 1960s editions of The Meccano Magazine, have long since vanished. But amazingly, quite a lot still remains. So a visit to Ireland could be a rewarding experience? Absolutely. A visit to the Ulster Folk & Transport Museum in Belfast should be top of your list – especially if you want to see the famous horse-drawn double-deck tramcar that used to ply between Fintona and Fintona Junction. This contrasts wonderfully with the three-axle Belfast Trolleybus close by. Contrast? The fact that both were in service at the same time is the

kind of 'quirk' that makes Ireland so interesting.

And lorries? Try checking out the road runs organised by the Ulster Vintage Commercial Vehicle Club, which name aside also has a strong membership south of the Border as well. Or why not visit the City of Derry-Londonderry and check out the combined double deck road-rail bridge over the River Foyle? The mixed-gauge rail tracks (Irish standard gauge and 3 foot narrow gauge) are still in place – as are the wagon haulage windlasses that winched wagons across the bridge. Is this the only place in the British Isles where the tracks of four different railway companies using two different gauges terminated?

No time for a visit?

Then the latest issue in our Road Transport Archive – 'Road Transport Through Irish Eyes' – will hopefully give you a hint of what you are missing. And inspire you to find out more. Compiled with the assistance of Peter Johnston, Trevor Kirk, the secretary of the Ulster Vintage Commercial Vehicle Club (trevor.kirk@hotmail.co.uk), Trevor Haydock and Raymond Walls, it looks at the factors that historically fashioned the transport scene in Ireland and features both a selection of new and second-hand lorries from the files of one of the most successful dealerships in Ireland TBF Thompson (Garvagh) Limited, most of which have not been published before.

I hope you enjoy it.



The Austin FHK leaves the workshop for the first time after its excellent restoration by Jimmy McAleer.

Above: Here is Jimmy McAleer's restored Austin FH (with slant engine under the cab floor) recovery vehicle. Jimmy was originally apprenticed to a local BMC dealer and has preserved several Austin and Morris vehicles, as well as some Shelvoke & Drewry products in the Peter Johnston collection.

ROAD HAULAGE ARCHIVE

ROAD TRANSPORT THROUGH IRISH EYES

A look at Commercial Vehicles in service 'Across the Water' featuring many previously unpublished archive photographs.

VINTAGE ROADSCENE

Issue 13 £7.95

KENT AND SUSSEX TRANSPORT

Part 3

Les Freathy shows us another assortment of different commercial vehicles which worked in these Southern Counties.



Above: A pair of Sentinel DG platform-bodied steam waggons, including KK 1065, working for Edward Lloyd, the paper makers based in Sittingbourne, Kent.

Welcome to the third instalment of Kent and Sussex road transport and once again it is a complete mix of vehicles from a steam wagon and horse drawn milk wagon through to varied types of petrol and diesel commercials. I was recently given access to a number of new images with permission to use them in this series and these will be included along with items I have been collecting over the past 30 years.

As this is being typed before part two is published, I am looking forward to comments in the letter pages on the images in previous instalments, if any. I am convinced that a good number of readers have been involved in the commercial industries connected with vehicles in Kent and Sussex in one way or another and have many tales to tell plus, I hope, some details on some of the liveries of the black and white images.



Above: One of the lesser-known crane and recovery specialists is M Coussens and Son, from Ninfield, near Bexhill, in Sussex. The firm is still active but, these days, the cranes are hydraulic, unlike this six-wheeled lorry-mounted Coles crane, with lattice jib, which is being used to recover a bulk tipping semi-trailer.



Above: I spotted this old AEC Matador chassis, which had been fitted with a much altered Ergomatic cab, parked up in Hartnell's yard in Brede in East Sussex. Although shown here with concrete ballast weights on board, its main employment was in logging operations.



Above left and right: While I was serving my time at Hewden Plant Hire, we gained the contract to supply equipment to the Ashford terminal and track work for the high speed rail link and were requested to supply a site fuel bowser. Vass Ltd was contacted and supplied the depot with an ex-military Bedford M type, fitted with a custom-built tank and pump equipment. Overall, the vehicle was fine, but at times a bit on the smokey side, as the driver would say on returning to the yard: "I can pow-wow with the tribes from that exhaust".



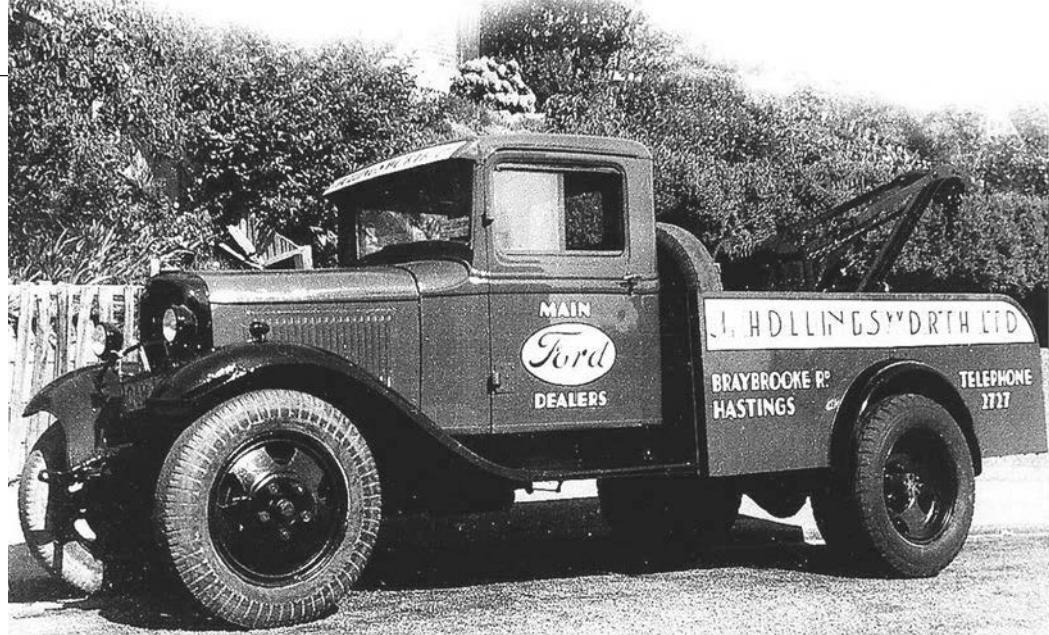
Above: Moving on to smaller commercials, here we observe George Gilbert's Ford E83W 10 cwt van, based at 13, Queens Road, Hastings. The young lady with the flowers appears to complete the mood of the picture.



Above: Moving up a few gears now, and moving on a few years, is Rod Chapman's Foden S39 tractor unit coupled to a tandem-axle bulk tipping trailer. I have always thought the double front bumper looks a little strange on this model.

Right: We are in reverse again, back to the late 1940s, when Ford dealer J Hollingsworth, of Braybrooke Road, Hastings, employed this pre-war Ford model AA as the company's breakdown vehicle.

Below: Not so much these days, but the military had a long presence in Ashford, Kent, at Rowcroft Barracks, occupied by the RAOC, as well as a large REME workshops off Chart Road. For various reasons, a small number of vehicles were contracted out for repair work, which is how this Scammell Constructor was spotted at Channel Commercials, on the Cobbs Wood Industrial Estate. It is possible this heavy tractor belonged to the Royal Engineers, based in Maidstone.



Above: The famous peanut producer Percy Dalton had a factory based between Headcorn and Smarden in Kent. Before its closure, this factory was on my call patch for maintenance equipment and I remember a couple of these strange LAD-cabbed Leyland Two-tonners based there, although the one shown in the picture appears to be based at Commercial Road in London.



Above: We are back in the late 1920s or early 1930s period now, with this Thornycroft J Type lorry with solid tyres, in the livery of local Dover brewers Lenley. I have no further details but wonder if this was a rebuild from a World War 1 surplus vehicle.



FODENS LTD.
SANDBACH.



Above: The Morris Commercial PV always had that 'afterthought' look about it, but this model was built to a simple, 'no fuss' design. I can remember the vehicle of local bakers from St Marys Bay delivering to our house, driven by a Mr Rodgers, and can still see the chocolate-topped sponge cake mother bought every week. This van has the fancy wood grain finish quite popular in the 1950s (anyone care to comment on how this finish was applied) and is being prepared for Mill Crescent Laundry at Tonbridge.

Above: Still with local breweries, I could not resist including this postcard of a Foden steam wagon supplied to The Dartford Brewery Company. This must have been a sight to see when travelling under full steam.



Above: A Luton van-bodied Leyland badged FG, supplied by Sparshatts to W J Taylor Removals of Lowfield Street, Dartford.



Above: Images of commercial workshops have been featured in Vintage Roadscene in recent months, and here is another, showing a G-cabbed Leyland Mastiff(?) tractor unit and an unusual Commer PB dropside pick-up, in the Canterbury Motors commercial repair shop.

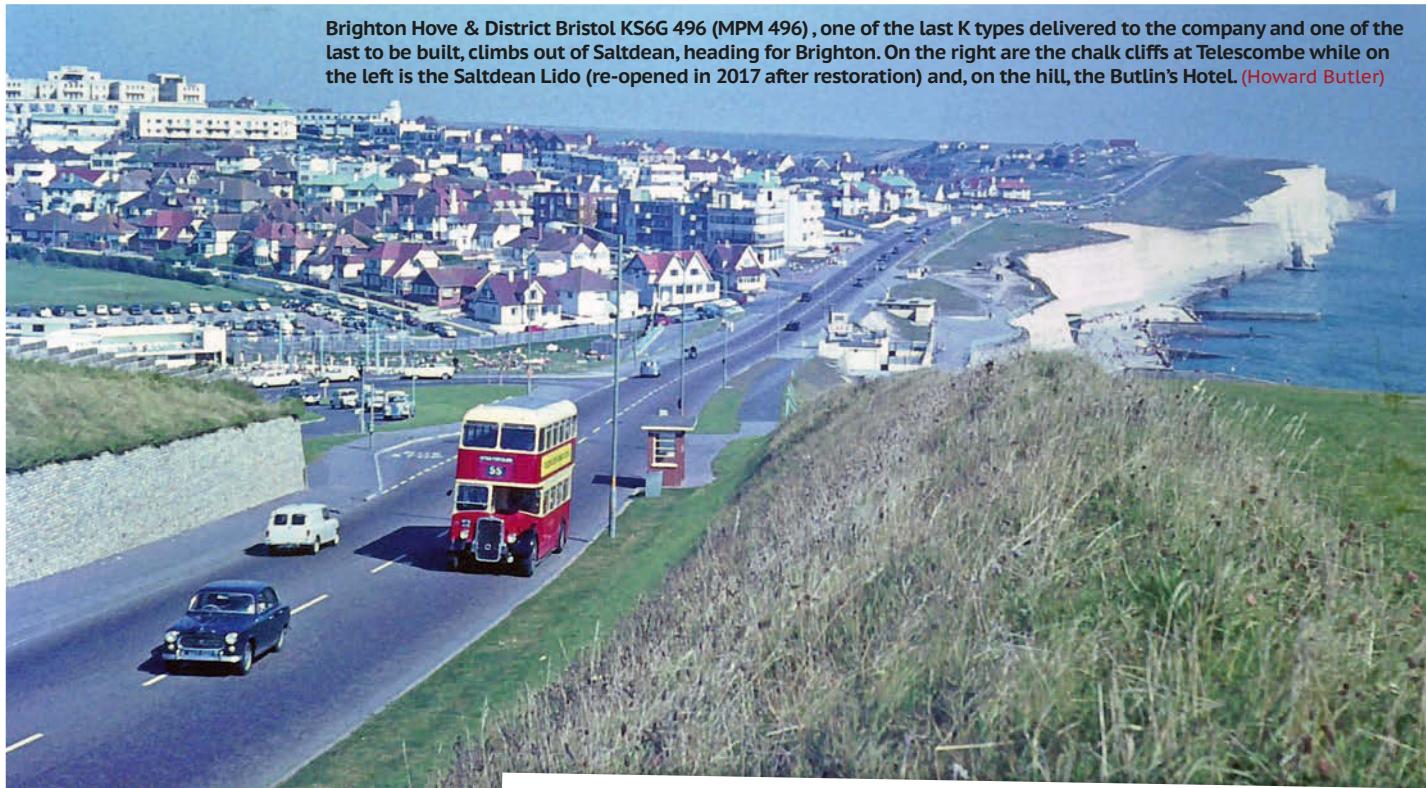


Above: Not all commercial transport was powered by the internal combustion engine, and many horse-drawn wagons were still in daily use in the 1950s. This United Dairies milk float was operated in Kent, and I believe was based at the Headcorn depot.

END OF THE LINE

- The Final Bristol K

Glyn Kraemer-Johnson looks at the Bristol K type buses delivered to Brighton over the course of 20 years, the last of which were delivered some time after the Lodekka had been introduced...



Right: Speeding westwards along the coast road towards Brighton is Brighton Hove & District Bristol KS6G 496 (MPM 496), with its 7 ft 6 ins wide Eastern Coachworks highbridge bodywork in the cheerful red and cream livery. Note the fascinating assortment of largely British-built cars in the background. (Howard Butler)

To those of us of a certain age, it seems incredible to realise that it was 60 years in August 1957 that Brighton Hove & District took delivery of the last Bristol K type to be built. While most, if not all of the other Tilling Group companies had turned to the Lodekka, BH&D, having no need for low-height double-deckers, had remained faithful to the K, only changing when the type became no longer available.

Since 1951, BH&D had amassed a fleet of 66 KSWs, with 60-seat highbridge bodies. However, the final eight, delivered in the summer of 1957, differed in being of type KS6G and therefore only 7 ft 6 ins wide. Numbered 493-500, registered MPM 493-500, they were bought especially for routes 3/3a, which operated via narrow St James's Street. At the time, this was not only two-



way, but also had trolleybuses operating in both directions as well! The 3/3a interworked with the 14 (later 54), a circuitous route from Old Steine to Hangleton, meaning that this, too, was worked by the MPMs.

Although narrower, the ECW bodies had seats for 62, two more than the KSWs. This was achieved by placing an extra double seat at the very rear of the upper

deck, directly above the platform, a space previously used for luggage. They were fitted with BH&D's standard Beatonson 'Rapide' combined hopper and sliding vents, which necessitated metal louvres above the windows to prevent draughts. While effective, this gave the buses a rather severe appearance, immediately recognisable as BH&D.

Right: Brighton Hove & District 496 (MPM 496) again, the overhead shot emphasising the tall and narrow look, when 8 ft wide buses had become the norm, with lowheight Lodekkas replacing the K types from Bristol. (Howard Butler)

At the time of their delivery, BH&D was still using its very informative destination screens, inherited from Thomas Tilling, which formed part of the 1939 co-ordination agreement and thus had to be used by both BH&D and Brighton Corporation. Following the end of the agreement in 1959, screens began to be masked, to show route number and ultimate destination only.

1959 also saw the first stage of the trolleybus abandonment. As part of this, trolleybuses on services 41 and 42, the two routes using St James's Street, were replaced by motor buses and, with the overhead no longer in use, this enabled the Borough Council to introduce a much-needed one-way system. Thereafter, eastbound buses continued to use St James's Street, returning via either Edward Street or Marine Parade. In 1960/61, there no longer being a width restriction, the MPMs were replaced on services 3/3a by new, front-entrance FSF type Lodekkas. With their *raison d'être* removed, the KS6Gs became rather like lost sheep, being scattered throughout the



company's area, without being allocated to a particular route or duty, as was the case with most of the fleet.

In 1961, the Brighton Area Transport Services (BATS) agreement came into force, under which all services in the area operated by BH&D, Brighton Corporation and Southdown were co-ordinated, revenue being shared on a percentage basis. The agreement also allowed BH&D and the Corporation to operate beyond its former boundaries, working eastwards as far as

Telescombe Tye, westwards to Shoreham Beach and to Pyecombe and Falmer to the north.

As a result, several new routes were introduced, including the 55, which ran from Upper Portslade to East Saltdean. At the eastern end the route traversed a number of narrow, residential roads and someone at Head Office said: "Aha, bring out the KS6Gs," which they did and a number of the MPMs ran on the service for some time. The remainder spent a nomadic life covering for



Above: The final two: it's August 1957 and the last two K types, BH&D 499 and 500, stand in the operator's Conway Street garage, newly-delivered and as yet unlicensed. On the left is a K5G of 1946 showing how the ECW body had developed over eleven years. (Author's Collection)

Right: Doing what it was intended to do, no 493 turns out of Whitehawk Road into Bristol Gardens and the narrow streets of Kemp Town, the reason for the purchase of these 7 ft 6ins wide buses. (Author's Collection)

overhauls and operating factory and race specials.

On 1st January 1969, Brighton Hove & District was absorbed by Southdown Motor Services, in whose predominantly Leyland fleet the Bristols were decidedly non-standard. While many of the Lodekkas were repainted in apple green and cream and later in National Bus Company leaf green, the Ks were disposed of with almost indecent haste.



None received Southdown livery – or even the new 'Southdown-BH&D' fleetname.

The MPMs lasted a mere two years under Southdown ownership, all being withdrawn in 1971. They were sold to Cowley of Salford and, while some found their way to other dealers, none appears to have found a new owner. A sad end to the last of a fine chassis type which, although often looked down upon by AEC and Leyland fans as being unrefined, proved itself to be robust and

Left: No 499 coasts into the bus lane at Old Steine, nearing the end of its journey from Hollingbury. Behind is a standard KSW, the extra width being apparent, especially at each side of the destination screens. By this time both buses had received masked blind displays. (Dave Brown)



Above: A fine shot of no 494, standing outside BH&D's Conway Street garage, now the Head Offices of the Brighton & Hove Bus & Coach Company. (Cliff Essex)



Above: Looking resplendent following a repaint to BH&D's usual high standard, possibly its last, 500 waits at the Grenadier Hotel, Hangleton while working service 11, a fairly regular haunt of these vehicles during their later years. (Howard Butler)
Left: By the time this picture was taken, no 494 had received the 2000 prefix to its fleet number, applied after the Southdown takeover. It is seen descending Elm Grove from the Race Hill on a glorious summer day, having just worked a race special. (Dave Brown)

fact, in this time, apart from two Utility Guys and eleven trolleybuses, all BH&D double-deckers, new and second-hand, had been of this type.

The first Brighton Bristol Ks

The first to join the fleet were three K5Gs,

Right: The end of the line. The final Bristol K, BH&D no 500, waits in Crowhurst Road, Hollingbury to take workers home on a factory special; an ignominious end for a bus of historical importance. Surely, if ever there was a candidate for preservation, this was it? (East Pennine)

reliable and operated successfully from the wild Cornish coast to the Yorkshire Dales and from the tortuous hills of North Wales to the plains of East Anglia. During World War II, when it was chosen as one of the 'Utility' chassis, the K type even operated in the Capital.

If the end of K type production was a milestone in the development of the British double-decker, for Brighton Hove & District it marked the end of an era, for the K had been the standard chassis for 20 years. In





Above: Mean, moody and magnificent! The high Bristol radiator and small windscreen give this bus an appearance of almost snarling malevolence. No 6336, APN 207, was the first of BH&D's K types, new in 1937. By the time this photo was taken in May 1951, the body had been refurbished and fitted with a cab door. (Alan Cross)

the chassis being delivered to BH&D in October 1937, just on 80 years ago. They were delivered to the company's Holland Road coachworks, where they were fitted with Tilling STL-type bodies, immediately becoming unique: no other Bristols ever received this style of body. With their three window layout at the front of the upper deck and curved tops to the side windows, they were all at once distinctive, archaic and magnificent! The high pre-war Bristol radiator added to their appeal giving them a

powerful, almost menacing appearance.

This trio was given fleet numbers 6336-8 and registered APN 207-9. They entered service in January 1938 in Tilling dark red, being repainted in the BH&D bright red and cream we all remember the following year. Unfortunately none of the three retained its original body, all being rebuilt or rebodied – or both.

No 6337, APN 208, was the first to be so treated when, in 1945, its original body was destroyed in a fire at Holland Road. The

chassis was refurbished and it was fitted with a new ECW body to the pre-war design, basically similar to those fitted to the 15 K5Gs delivered in 1940.

The second of the three to be rebodied was no 6338, APN 209. Delicensed at the end of 1947, the chassis was modified by lowering the cab and fitting a post-war PV2 radiator. It was then fitted with a new body, one of three built by BH&D, using ECW parts but to a modified design. They had distinctly v-shaped front ends and rounded corners,



Above left: After its original body was destroyed by fire, 6337 was rebodied by ECW with this pre-war style body, alleged to have been built from parts left over from orders cancelled due to the war. It was a standard ECW body and, whilst basically similar, it differed in detail from the 15 K5Gs delivered in 1940 the bodies on which were finished by BH&D. (W J Haynes) **Above right:** A very rare photograph of no 6338, APN 209, with its original Tilling body. The fact that it has not yet been fitted with a cab door dates the picture to before 1945. The use of route boards, too, was discontinued after the war. Castle Square is the location. (Omnibus Society)



Right: The same bus with its new BH&D body. Each of the three BH&D 'streamline' bodies had a 'special' feature, that on no 6338 being illuminated direction indicators mounted either side of the destination screens, front and back. Unfortunately the Police would not permit them to be used and, while they are just about visible in this picture they had, by this time, been painted over. While externally the bodies closely resembled the standard ECW product apart from the streamlined front and rear, inside they were quite different, with lots of dark varnished woodwork. (Author's Collection)

Below: Looking much more modern is the final body to be carried by APN 207, one of the three BH&D 'streamline' designs. The standee windows were the 'special feature' on this one. It was photographed at Hove Station on service 7A, which had become its regular duty. (Allan Cross)



aimed at reducing wind resistance and improving fuel economy, a particular interest of then General Manager, Mr T G Pruett.

This left only no 6336 still with its original body, lasting in this condition until the mid-1950s, by which time it was beginning to look like a real museum piece. In January 1954, the chassis was modified and fitted with a full-width bonnet and concealed radiator designed by the company. The original Tilling STL body was not replaced but had the front and rear ends rebuilt.

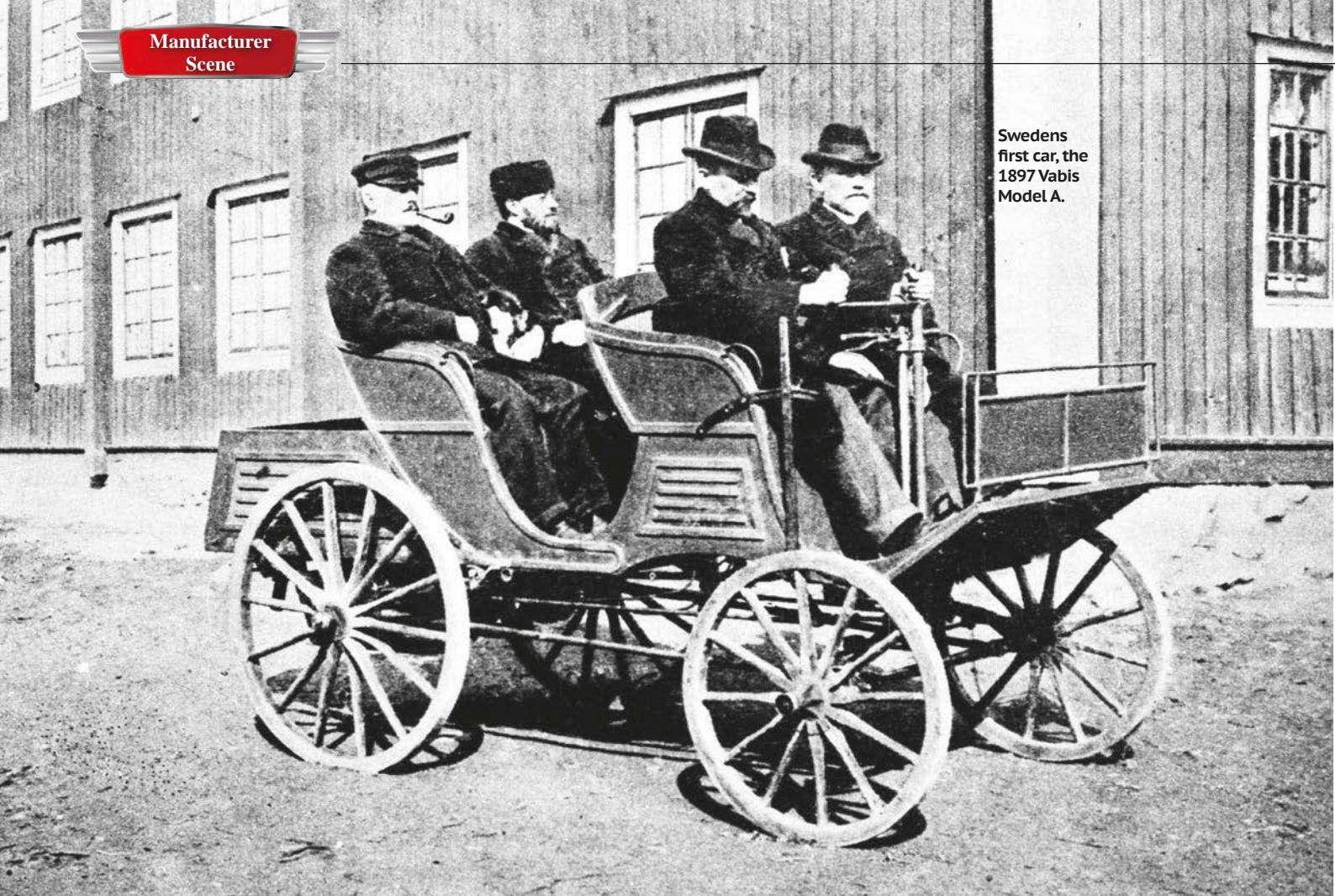
Pursuing the problem of reducing wind resistance, the front and rear ends were tapered inwards forward and aft of the bulkheads. The distinctive three windows at the front of the upper deck were replaced by two and the emergency exit was fitted with a single window instead of two. In this form it was known as the 'Airflow' body. It made a striking sight on the streets of Brighton for, although the 'new look' or 'tin front' had been fitted to BMMO and Foden vehicles and, of course, the prototype Routemaster, which made its appearance in the same

on, it was Ks all the way. A further 15 K5Gs arrived in 1940 and during World War II the company received ten K6As with Park Royal Utility bodies. Post-war deliveries were of standard ECW-bodied Ks with either Bristol or Gardner engines. When the maximum permitted width was increased to 8 ft, eight KS5Gs already in build had 8ft bodies fitted on their 7 ft 6 ins chassis. The KSW with 60-seat ECW bodies then became the standard, a few with Bristol engines, but most powered by the Gardner 6LW.

When production of the K-type ceased, BH&D had no alternative but to turn to the Lodekka. But in the summer of 1957, eight KS6Gs were delivered, which included the last K type to be built. But that's where we came in...



Left: No 6336 (APN 207) with its new Airflow body. Looking incongruous with its 'new look' front and otherwise old-fashioned six-bay construction. When BH&D made such a thorough job of its open-top conversions, it seems strange that it did not make more effort to give this body a more modern appearance overall. Note the 'lollipop' on the nearside of the bonnet to assist the driver I judging the distance from the kerb. (Southdown Enthusiasts' Club)



Sweden's
first car, the
1897 Vabis
Model A.

An Epic Journey

Alan Barnes tells us about an early trip organised by Scania to prove its product's performance.

The Royal Swedish Automobile Club made arrangements in 1909 to hold the first lorry rally to be held in Sweden. This event was designed primarily to allow vehicle manufacturing companies to showcase their latest developments in the design of commercial vehicles.

The motor show was quite an event, being held over the course of five days at the end of May and the beginning of June, and presented the opportunity for manufacturers to show their vehicles being put through their paces. This was not a race meeting or speed trial, but a number of tests had been organised to demonstrate how the various vehicles would deal with different terrains and how they would cope with different types of work. The tests also included the vehicles being exhibited working empty and fully loaded.

As far as the 'home products' were concerned, it had been assumed that the two main Swedish manufacturers Vabis and Scania would be exhibiting their latest commercial vehicles. However, Scania elected

not to take part, which came as a complete surprise, given the existing rivalry between the two firms, and it appeared that Scania had let an ideal opportunity to showcase its products pass them by.

By this time, the two companies had both been established for nearly twenty

years, and during that time had developed several different product ranges. Both companies can be traced back to 1891, when 'Vagnfabriksaktiebolaget i Södertälje' had been established and began manufacturing railway carriages.

Fortunately the company was more often



A Vabis 1½ tonner
dating from 1902.



Above: The first Vabis factory seen around 1895.

Left: Yellow Peril, Scania's first motor car outside the Malmö Works in 1901.



A scene in the Vabis railway carriage workshop in 1897.

referred to as Vabis and, by the late 1890s, had already begun some experimentation with motor car design and introduced the Model A in 1899, which was a four seater passenger carrying motor car. By 1902, the company had also produced a 1½ ton goods lorry and continued to develop heavier models during the early 1900s. By 1909, Vabis had designed and built 2½ and 3 ton lorries and the power of their engines had improved from the 9 hp units used in the first vehicles to a 36 hp four cylinder engine fitted to the heavier lorries.

The development of Scania had begun with the bicycle and The British Humber Cycles company played a significant part in the founding of a company, which would in time become one of the world's leading truck manufacturers. In 1891, Humber

Cycles opened a factory in Malmö, to take advantage in the growing market for bicycles on the Continent. Nearly ten years later, in 1900 the company sold the rights to produce its machines to 'Maskinfabriksaktiebolaget Scania'.

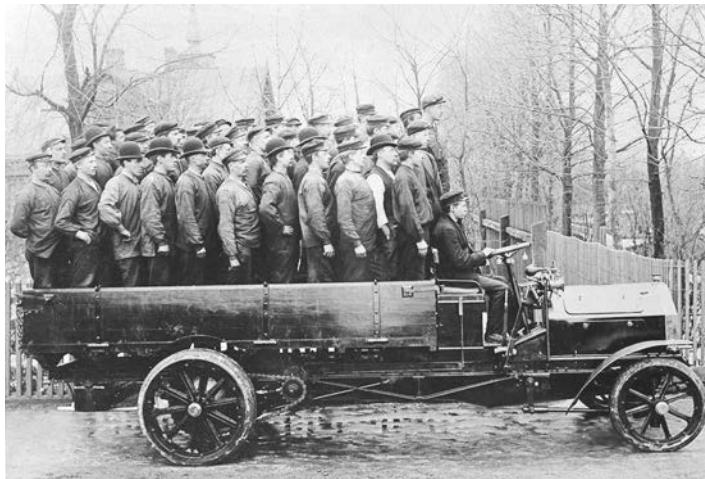
As well as producing bicycles, Scania was also applying resources to the development of its own passenger motor car, with a view to competing with Vabis in the Swedish market. Like Vabis, its first designs were for a four-seater 'horseless carriage' although the company recognised the application of the new technology for commercial vehicles.

Experiments resulted in the production of the first prototype goods vehicle, a 1½-tonner, chain-driven and powered by a 10 hp twin-cylinder petrol engine. It seems likely that only one such vehicle was actually completed and the model, which had been named 'Tor', did not enter full production.

Scania spent the next few years concentrating on the production of bicycles and passenger-carrying motor cars and it appears that any development work on commercial trucks was very much in the



Above: The Scania 'Tor' 1½ ton lorry of 1902.



Above: A 1908 Scania 4-tonner, with the team that built the truck on board.



Above: The 1909 Model IL being loaded for the epic trip from Malmö to Stockholm.

background. While a few experimental prototype goods vehicles were built, it was not until 1907 that the company introduced a new goods vehicle, a 4-tonner. The design drew heavily on existing vehicles produced by the major manufacturers in other countries and certainly many of the major components were imported.

Perhaps the reason that Scania decided against exhibiting at the 1909 Show was simply the fact that its latest lorry would not have been completed in time, although the company had faith that its new Model IL would be a serious competitor in the market. While the lorry had not been ready for the event in the summer, Scania announced that one of its Model IL vehicles would undertake a road test, starting from the factory in Malmö and travelling to the capital city Stockholm. The company presented this journey as a true test of the vehicle's capabilities, as none of the trucks exhibited by their competitors had travelled more than 88km in a single run



Right: The weather and road conditions were not always ideal.



The start of the three day journey.

during the show. Scania's plans were for its vehicle to complete a run of 692km in three days.

While Scania was by no means producing lorries in large volumes, the company now had four models, ranging from the lightweight Type C, fitted with a 12hp four cylinder Model G Engine, the 2 ton Type BL, with the 18 hp Model H engine, the 3½ ton Type EL, fitted with the 24 hp Model I engine, while the heaviest truck was the 5-6 tonner, powered by the 36 hp Model K engine.

Although these models were all listed in the 1908 catalogue and would presumably have been available for the show, a total of only nine vehicles were built that year. In 1908, some of the models had been re-classified, with the Type BL becoming the HL and the Type EL becoming the IL, and it was one of these 3½ ton trucks which the company selected for the Malmö Stockholm run.

Interestingly, the Model IL was fitted with

Right: Photoshoot, 1909-style.

ball bearing wheel bearings, a feature of the smaller and lighter motor cars of that time, but which had not been considered suitable for heavier goods vehicles. This was also relatively new technology, as the first modern self-aligning ball bearing had only been invented by Sven Wingquist in 1907.

He was a young engineer working at Gamlestads Fabriker, a textile factory in Gothenburg and had applied himself to solve the problems of frequent axle fractures caused by the use of rigid axle bearings. While the company gave him the go-ahead to research a solution, the work was done

A rear view of the Scania; the drums in the back were probably fuel.



Inspecting a bridge before crossing.



entirely in his spare time. His successful experiments led to the founding of his own company SKF and the introduction of the self-aligning ball bearing, which attracted worldwide interest.

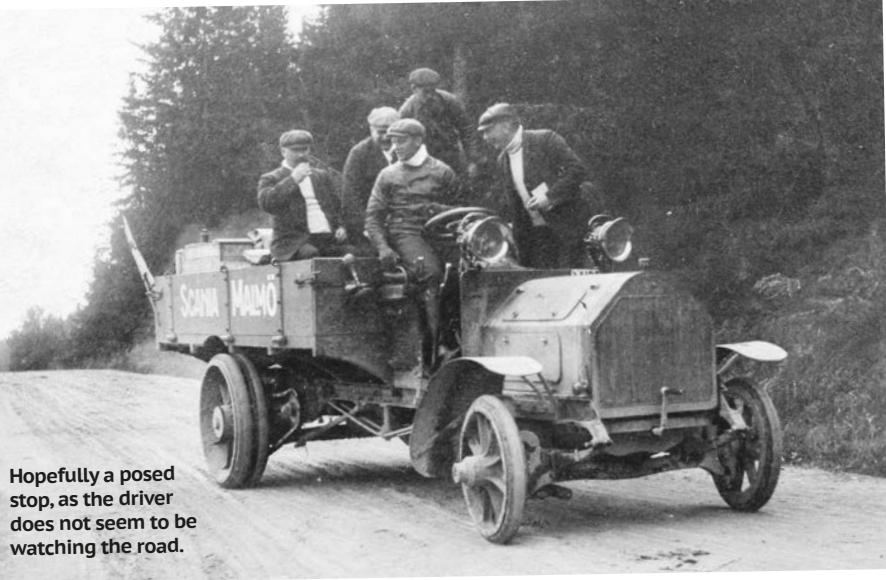
The Model IL to be used in the road test was fitted with SKF double row, spherical ball-type bearings and, with the reputation of his product, to protect Sven Wingquist joined the crew of the Scania lorry for the epic trip. The vehicle was fully loaded, indeed perhaps overloaded, as it carried supplies of fuel, tools,

spare parts and provisions, as well as the crew.

The 692 kilometre route began at Malmö and headed north to Landskrona, then on to Ljungby, Jonkoping, Mjolby, Norrkoping, Sodertalje and finally to journey's end in Stockholm. Along the route, scheduled stops had been arranged, where rest periods could be taken, the vehicle checked over and supplies of fuel and food could be renewed. However with no 'on the road' support vehicles, the crew would have to deal with any breakdowns or emergency repairs.

It should also be borne in mind that the roads being used were little more than cart tracks, running through empty countryside and, while they may not meet oncoming

The lightened Scania crossing the bridge.



motor vehicles, 'close encounters' with carts drawn by horses or ox teams had to be taken in their stride. River crossings were made either by using a ford or on small and, in the main, narrow bridges.

As far as possible, these river crossings had previously been inspected, to ensure that any structures could take the weight of the vehicle. However, and no doubt just to be on the safe side, before venturing onto some of the bridges, the Scania was unloaded before





Above: A posed roadside stop.

Left: The roads were more used to ox carts than motor vehicles.

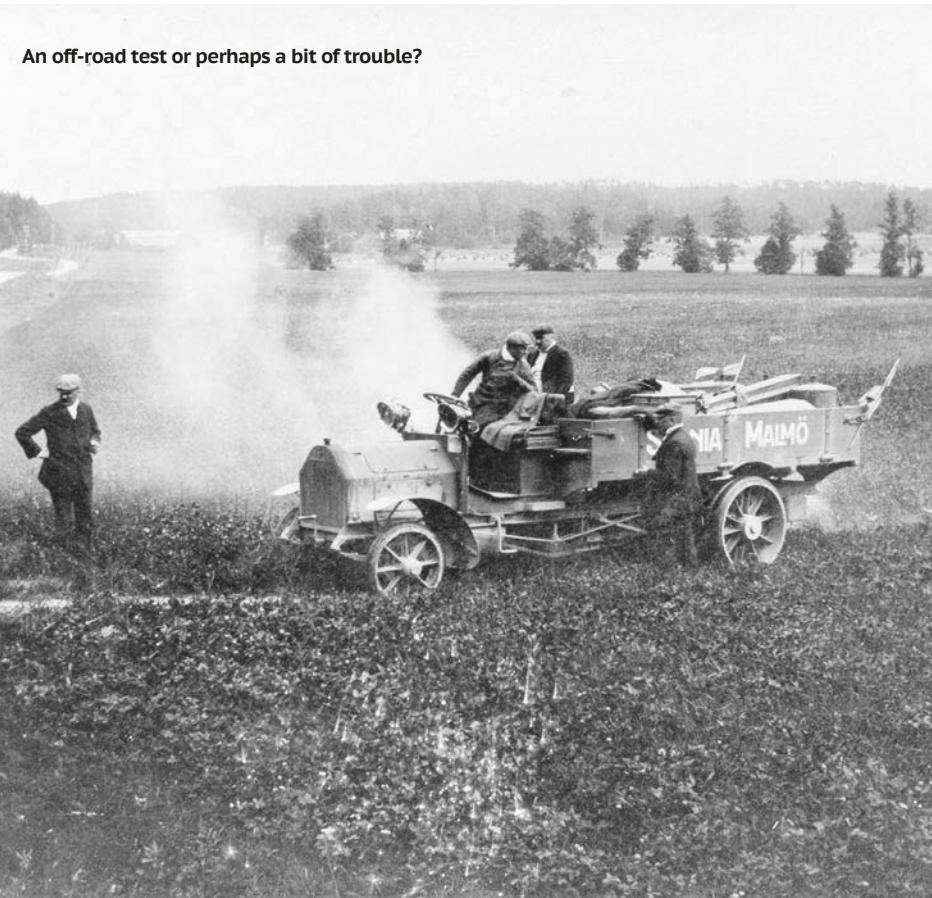


Above: An unfortunate horse and cart came to grief...



Above: ... but both recovered, apparently none the worse for the experience.

An off-road test or perhaps a bit of trouble?



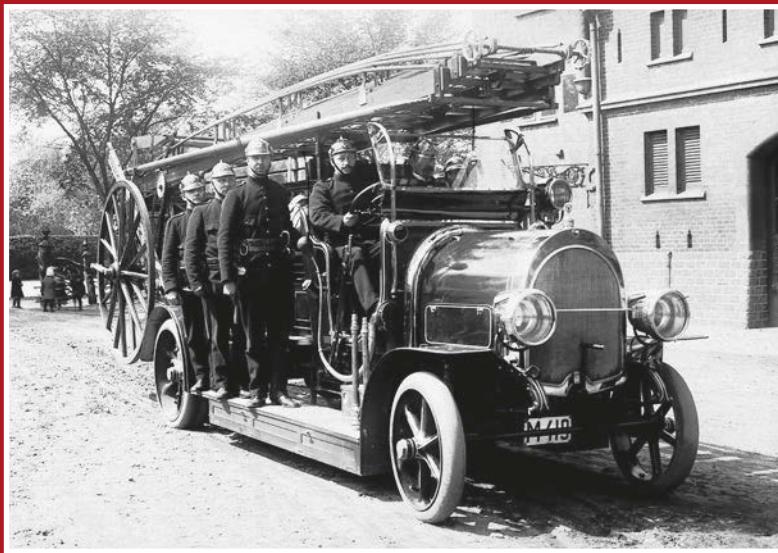
Above: Recovering from the off-road incident.



Above: Roadside repairs were handled by the crew.



Above: A 1908 Newspaper delivery van, powered by the Type G engine.



Above: A city of Malmö fire appliance from 1911.



Above: The 1909 Type HL could be used as the basis of a bus or lorry.



Above: A 1913 Scania Vabis 24 hp 3-tonner, with chain drive and solid tyres.



Above: A 1909 milk lorry.



Above: A 1914 Type CLC, new to a tobacco factory, Forenade Svenska Tpaksfabriken.

being driven across.

For Scania, this venture was essentially part of an advertising campaign for its commercial vehicles and their reliability and performance, and the company arranged for a photographer to record the team's progress. It is obvious that some of the pictures, which included river crossings and roadside refreshment breaks, were staged, but the photographer was also on hand to capture some unexpected events, breakdowns and encounters with the local livestock.

The venture proved to be an undoubted success for the company, with the Scania IL successfully completing the journey to Stockholm in three days, with a recorded driving time of 33 hours and 39 minutes. Considering that this was a newly-developed vehicle and the roads were certainly narrow and badly surfaced, to complete the run at an average speed of 20.7 km per hour was a remarkable performance. While the Scania had certainly proven itself, the trip had also proved that the SKF ball bearing was also suitable for commercial vehicles.

However, and perhaps rather strangely, the success of the venture did not prove to be the launch pad for Scania's further development of its range of commercial lorries. The company did not enter its vehicles in the 1909 or 1910 KAK Winter Rallies, despite rival Vabis entering its lorries. Instead Scania concentrated on the development of its passenger-carrying motor cars which, thanks to German design influences, were

Many roads were only just wider than the vehicle.



| Right: Arrival in Stockholm.

An artist's illustration of the vehicle and its crew.



SCANIA LASTBIL 1909 MED KULLAGRADE HJUL

now considered to be superior to the motor cars being produced by Vabis.

It is significant that, in the same year as Scania's epic Malmö to Stockholm run, its rival Vabis was encountering some severe financial difficulties, which were serious enough for the directors to have considered closing down the company. However, Scania saw its rival's plight as a business opportunity and merger talks were begun, so that in March 1911 the two companies merged to form AB Scania-Vabis. It should also be mentioned that Scania's Managing Director, Per Alfred Nordeman, who had been part of the crew on the Malmö to Stockholm run, became the first Managing Director of the new company.

After ten years as rivals in the motor vehicle business, these two innovative Swedish companies had joined forces and so paved the way for one firm that produced bicycles and another that built railway carriage to combine to become one of the world's leading truck manufacturers.

■ The use of images from the Scania Image Archive is gratefully acknowledged.

CARRIERS OF THE PAST

Mike Forbes has selected a number of pictures from the Hodge 'Stilltime' Collection showing vehicles carrying names which are now largely forgotten, but which were well-known in various regions of the country and, in some cases, further afield.



Above: While the 'guvnors' have a chat 'underneath the arches' at East Anglian Carriers' Silvertown, London depot, the driver winds the legs up on the trailer he has just picked up with his Ford D800 artic unit, MYY 500D (London, 1966). The company specialised in trunking parcels to its Norwich and Bury St Edmunds depots, for delivery around Norfolk/Suffolk. By the way, as well as the other EAC semi-trailers – fifth-wheel, not Scammell couplings – there's a Scammell with a 'Valori' headboard parked further up the road. (CHC aac606)

The humble parcels carrier: with the rise of mail order and now internet shopping, it's unusual to drive along a residential road and not see a van from one of the national or international operators. It looks as if we couldn't live without them – and it's arguable that we never could.

In the past, the carrier's role was somewhat different, at least, the parcels were mostly delivered to a different type of customer. Some were small or urgent consignments of parts from suppliers to small businesses, but most were regular deliveries to high street, corner and village shops.

We included a few carriers' vehicles when we looked at high street deliveries both a year ago and three years ago. This sector of the transport business has always been an important one. It is true that many companies have always chosen to run their own delivery vehicles and, of course, many have used contract hire, with a specialist



Above: Here is one of those depots, presumably the one at Norwich of which Commercial Motor reported the opening in 1961, by Peter Pointer, suggesting a link with the Norwich-based civil engineering and transport concern. East Anglian Carriers' Thames Trader Mk 2 box van, AHM 983B (London, 1964), is flanked by Ford D Series box vans, MUU 247 and 250D (London, 1966), getting ready to leave on their daily rounds. The only concessions to help the driver with his multiple deliveries are the side, as well as rear shutters with a step beneath, to help get up into the body to retrieve parcels for delivery. From admittedly limited experience, this would have been considered better than nothing... Notice the Honda 50 motor-cycle, YCL 745 (Norwich, 1964), which you used to see absolutely everywhere in the 1960s, and just a glimpse of what looks like a 1940s Dodge. (CGC ab1931)



Left: Another EAC 'Trader box van, AHM 978B, is seen in Cathedral Close (having delivered the communion wafers, perhaps). There's an assortment of cars of the time parked here, an Austin 1100, KNG 404D (Norfolk, 1966), next to a 1950s Hillman Minx, in front of a Morris Minor, Vanden Plas 1100, Ford 307E (Anglia) van, with a glimpse of a Mini behind the Minx and a Vauxhall Cresta PB on the other side, behind the lad in his natty college scarf and school cap – which probably dates the picture more than anything else... (CHC abi928) **Below:** One of the Ford D Series box vans seen at the depot, MUU 450D, is seen delivering to a rural mill – or is it at a sand pit? There's a little 'Dinkum Dumper' truck behind the driver. To be honest, it looks as if it needs more than the spare part for the machinery the EAC van is probably delivering, but is still doing the job. (CHC abi929)

operator's vehicles in their own livery. However, there are others, perhaps with less regular or more scattered delivery rounds, who have elected to put their deliveries in the hands of a local or, in some cases, national specialist.

Of course, we transport enthusiasts tend to be most attracted to maximum weight eight-wheelers, and more recently artics, but four-wheelers have always outnumbered them and what most of us are more likely to see out on the roads, apart from motorways, perhaps. And a good proportion of these would be parcels carriers' vehicles.

Perhaps it's because of their very ordinary nature that, surprisingly, they don't seem to feature in a large number of the pictures in the Hodge 'Stilltime' archive. Commercial Motor only seems to have been interested in the vehicles designed specially for parcels delivery, which make up a significant proportion of those seen here. Over the years, a number of companies have addressed the issue of easier access to the vehicle and its load for the driver, trying to make the driver's job easier, to get more work out of him, of course – rather like the UPS vans of today – with only a limited degree of success, it has to be said.

Many of the regional parcels carriers developed inter-working arrangements with neighbours and other companies with regular flows of 'smalls' into and out of each others' areas. This is one of those silly situations where their very success in developing their networks made them interesting to the bigger boys.

Just to mention a few: in the Midlands there were Brevitts, Placketts, Blue Band Express, and Crowfoot Carriers, among others. On

the South Coast, there was 'Dor to Dor' – I think that was the spelling. In the north, there were Hanson Haulage and Harrisons of Dewsbury, and there were many others, large and small. More nationally, there were United Carriers, Carryfast, Wilkinsons – later TNT – Parceline, and CityLink. All just memories now and unfortunately missing here. Perhaps we can include them in a later issue.

Now there's DHL, UPS, DPD and various other initials which dominate, with their Mercedes-Benz Sprinter vans. The own account and contract hire delivery vehicles



are rare now as well, with consolidated deliveries to supermarket chains from 'RDCs' – Regional Distribution Centres – if they're still called that.

Meanwhile, here are some parcels carriers' names from the past and an interesting range of vehicles.



Above: The Thames Trader box van, AHM 978B, is now seen making a delivery at the premises of the Norwich Co-operative Society Ltd. We can see two of its vehicles, in its cream and green livery, a Morris-Commercial LC, FVG 89 (Norwich, 1953), and a Morris or Austin WE/302 from a year or two later, both box vans. Perhaps the lady on the right has come to collect her 'divi' – do you remember your mum's Co-op number? I do. (abi 923)

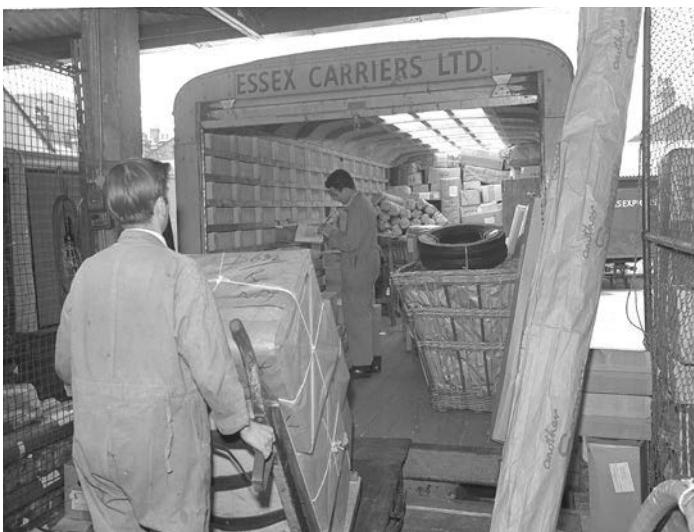
Right: Here we are, with the latest thing in transport around 1960, at a guess. 'Trukair' – Door-to-Door Continental Cargo Service – 'The Channel Air Bridge', from Atlas Air Services, London EC1, telephone 'Monarch 5631' – those were the days, eh. The vehicle was actually in the fleet of Essex Carriers of South Benfleet and was being loaded by a fork-lift. In remarkably good 'nick', it was a Ford 7V box van, actually sporting a '4D' badge on its grille, suggesting a more recent diesel re-engine for PV 8692 (Ipswich, 1948). (CHC aav259)



Left: Another vehicle in The Essex Carriers fleet was this Dennis Stork box van, YHK 726 (Essex, 1954), seen out on its rounds. At least getting into and out of the cab would be easier for the driver. (CHC abf549)



Below: Essex Carriers, as it had become, was obviously a good Dennis customer and its manager, Eddy Barber, had a hand in the design of the Dennis 'Paravan', hailed as a big step forward at the time, with its diagonal nearside door with a low step, but which, surprisingly, didn't catch on. Here it is seen at the Commercial Motor Show. (CHC aba236)



Above: A view from the other end, the loading bank, showing the rear of what might have been the same vehicle being loaded by hand and sack truck by the fork-lift driver and his mate, in smart boiler-suits. Notice the variety of goods, in basket, boxes, brown paper and string, a pair of skinny-looking tyres, a wooden chair, what looks like a roll of carpet – the list goes on. We can also see an 'Atlas Express' trailer across the yard, confirming that the companies worked together. (CHC abc488)





Above: The Essex Carriers Dennis Paravan, 8539 NO (Essex, 1958), wasn't just the show vehicle. It was photographed here, on test from the Dennis factory on Surrey trade plates, 103 PE, under the clock on the cobbles in Guildford High Street. (CHC abc218)



Above: A close-up through that diagonal door of the Paravan, showing the access between the driver's seat and the load space, behind the engine cover – perhaps too far ahead of its time? But judging by the number of pictures taken for CM, it was considered a great step forward at the time. (CHC abf560)



Above: Another Paravan in the Essex Carriers fleet, 8147 NO, with a slightly earlier registration than the show vehicle, in the company's two-tone livery, but still using mainly bright orange. 'Police Notice No Waiting' – a convenient place to park your bike, or Ford Mk I Consul or Zephyr. The Paravan is outside what looks like a theatre or hotel entrance (any of you 'Essex Boys' recognise the location?) and just look at those period signs on the Dolcis shoe shop and Dixons across the road. (CHC aas295)

Right: Another name from the past, which Londoners will remember seeing on its blue vans around the capital, N Francis & Co. I have an idea the company disappeared into BRS Parcels in the 1970s? Back in the 1950s, however, the company was obviously looking at easy access for its drivers – as long as they were short and not too fat... OJJ 797 (London, early 1954), looks like a Dennis Stork, with what amounts to a miniature pantechnicon body. We can just see the access into the load space from the cab. Behind we can see a London Transport trolleybus and a Greenline RF, which happens to be passing a BRS Parcels van... (CHC abd933)



Left and below: Another of N Francis & Co's ideas, whether for driver access or to squeeze more load space into a short wheelbase, was this Ford Thames ET6 Luton with its integral cab, NLB 595 (London, 1953). We used this one in a Scenes Past on Luton vans and my comment on the possible lack of a driver's door brought some correspondence, and you can just see a handle by the driver's right hand. Notice the advert for Mansion Polish on the side of this van and Oxo on the other one – an additional source of income for the company. The rear view shows the driver standing on the tailboard – surely not to be recommended – sorting the delivery for the cycle shop, perhaps not the cartons we can see marked 'Players Please' or Hoover. (CHC abd935/934)





Above and below left: Samuel Cusick was based in Oldham. We covered the firm's fleet in *Vintage Roadscene* issue 151 for June 2012, with lots of lovely AEC, Guy and Maudslay eight-wheelers. The company had branches in several other towns, including Poole, Dorset, having taken over Parkstone Transport. Based there was this Albion CL5 Claymore with horizontal underfloor Albion 4.1 litre oil engine, fleet no 89, WVU 840 (Manchester, 1958), used for local deliveries, which might have extended to London from the signwriting.

The close-up shows the interior of the cab, which was well-arranged, complete with folding door ahead of the set-back front axle, for ease of entry and exit for multi-drop work. Apparently, Cusick was one of the few other customers for the Dennis Paravan as well. (CHC abf557 and abf559)

Below right: As well as a rear view of a Bedford TK box van, with the classic drop-down tailboard and roller shutter above, here's an integral part of the company's security system. Thought had long been given to potential theft from delivery vehicles and, for many years, drivers were accompanied by 'van boys', as much to keep an eye on the load as to help unload. More recently, two-way radios and all sorts of electronic systems have been developed to keep track of the parcels but, although he couldn't help carry the deliveries, Fido here certainly protected the load on the open van outside, while the driver did the work. (CHC abc492)





Above: One of the more widely-known parcels carriers was Atlas Express, which disappeared, along with United Carriers, within the Bunzl group in the 1980s. Here's a typical Atlas vehicle of the 1960s, a Bedford TK 5-tonner – that's 3 tons unladen and 8 tons gross, a non-HGV from 1968 until we all went metric – 102 BGX (London, 1961). It's all very official, gatemen in smart uniforms, contrasting with the basically rather scruffy old premises. There's a semi-trailer like the one we saw at Essex Carriers on the left. (CHC abc493)



Above: We can't see a dog here, but the driver, obligatory fag in mouth, has backed up to the unloading dock, with the tailboard down, ready to make the delivery, with yet another Bedford TK box van. Next to him is one of the too often forgotten parcel carriers, a Royal Mail Morris J4 van, ALC 413B. The driver doesn't seem too security-minded, having left the rear door open while he's walked inside. The picture was taken at the rear of the then new shopping centre in Coventry, as part of a sequence showing the way shop deliveries would be – well, at least for a time... (CHC abh658)

Right: Another view from Coventry in the late 1960s, showing a Bedford TJ Luton box van, 8503 JH (Hertfordshire, 1960), in the livery of Alfred Bell, rather in the style of Atlas Express – was this an early takeover in the seemingly regularly changing world of parcels carriers? (CHC abh614)

Below: Here's a scene which tells so much of the story. Coventry again, with another small Bedford TK box van leaving the delivery area behind the shops, making its way through the badly-parked cars and pedestrians. HRF 731B (Staffordshire, 1964), was part of the fleet of Collins Express Parcels Service Ltd, of Walsall Wood, with a Brownhills telephone number, typical of the local area delivery companies we are talking about here. (CHC abh641)



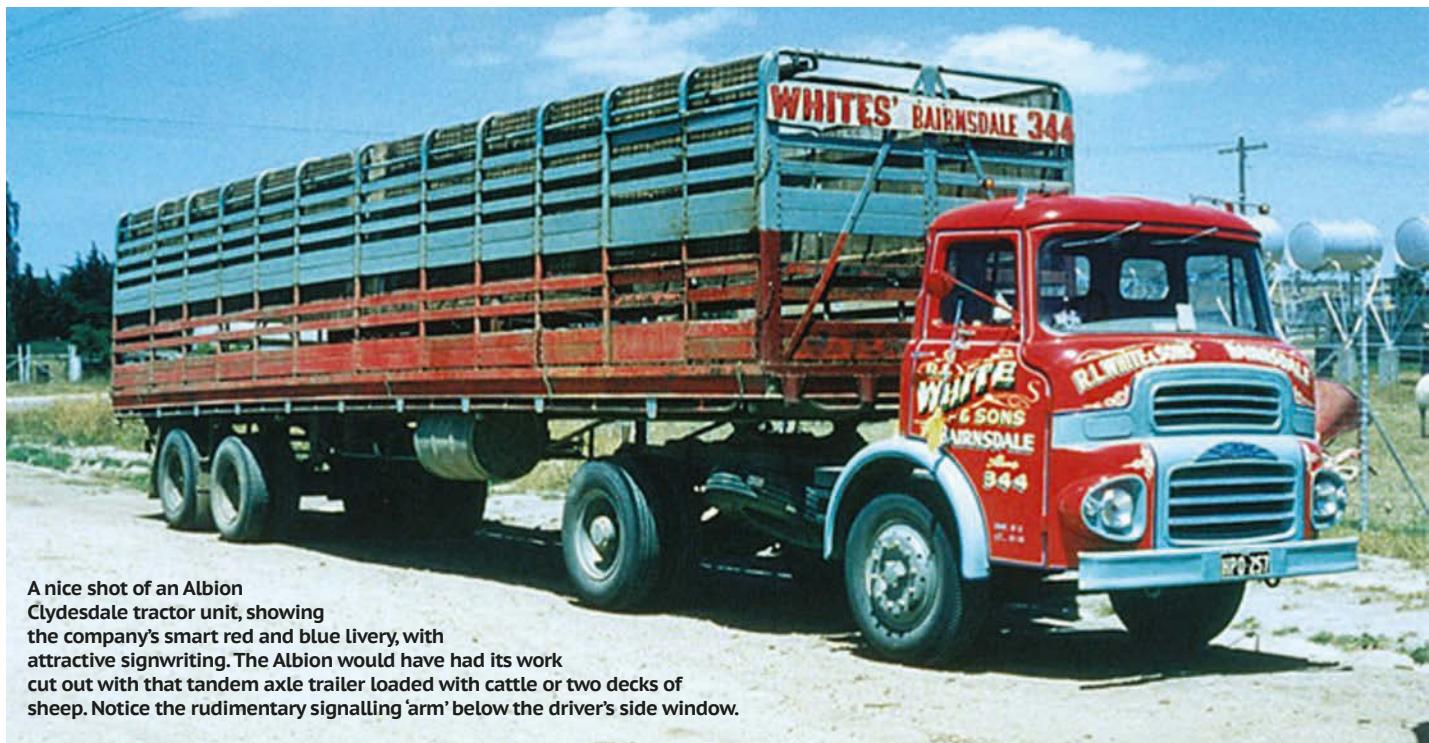
Below: We really couldn't leave out BRS Parcels, especially when we're concentrating on vehicles specially built for the job. Here is Coventry Parcels' Austin 'Noddy Van', 299 GBC (Leicester, 1963), with the early-style grille, looking a little 'tired' after a few years' work. It's in the way of the lady who wants to get across to Woolworth's Spring Sale. (CHC abh638)



LIVESTOCK TRANSPORT

'DOWN UNDER'

Graeme Oliver has passed on some interesting pictures of the vehicles run by the family of a colleague over the years.



One of Graeme's colleagues at the Murray Goulburn Co-operative in Maffra, Victoria, Australia, has provided us with some pictures of the vehicles his family used to run in the past, mainly on livestock movement. Mark White, like Graeme, now drives one of the tankers which collect milk from the large dairy farms in the area, for Murray

Goulburn's 'Devondale' branded products. However, 'Whitey' is one of a family which has long been involved in transport in the area, the family company, R L White & Sons being established in Bairnsdale, a little further east from Melbourne. The pictures show vehicles involved in tank transport, timber and tipping but, over the years, the main business was in the movement of livestock, with an impressive fleet made

up of a variety of vehicle makes, mainly British.

Some of these pictures have suffered some damage over the course of time, while others might not be of the same quality as professional shots, but the scenes here offer such an interesting contrast with vehicles engaged on similar work in the UK that they are more than worthy of inclusion here.



1: Although the picture is slightly distorted, we can see that R L White also ran an earlier Leyland Beaver tractor unit with a single-axle trailer.

2: Here is a Bedford S Type with a rather long single axle livestock trailer.

3: An impressive line-up of the R L White fleet, dating from the early 1960s, with five AEC Mandator artics – their cabs no doubt built locally in Australia, with sun visors and, in some cases, extra bumpers at the front – with an LAD-cabbed Leyland Beaver.



Left: Six AEC artic units in R L White & Sons livery, some with additional front bumpers and boards advertising the local 'Bairnsdale Rodeo', no doubt a popular summer event in the area.



Below: One of the AECs, loaded with two decks of sheep and ready to go.



Above: Not the best picture, but this shows one of the locally-built International 'ACCO' (Australian Constructed Cab Over) with one of R L White & Sons' trailers.



Above: Mark White's father stands proudly beside his three-axle Kenworth 'cab-over'. The three-deck semi-trailer is seen loaded with sheep and running on widespread tandem axles.

Left: Not in the company's livery, but worthy of inclusion is this Bedford KM two-axle rigid, sporting all the usual Australian accessories, like the extra bumper and stone-guard in front of the windscreen.

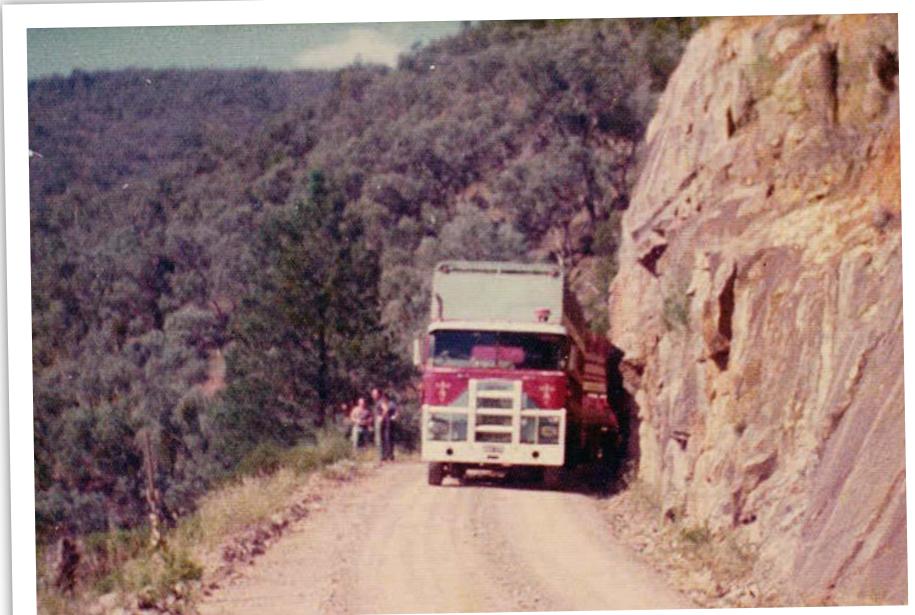


Above: A side-on shot of the Kenworth and trailer, which emphasises the very widespread trailer axles.



Above: A moody night shot, with Whitey's dad in the same pose with the Kenworth.

Right: The Kenworth is stopped on a dirt road in the mountains.



Above: Mark White, in his own words: "on Dads Mercedes-Benz 1418 TOA semi (we would say 'artic') tipper when I was about five, around 1977" A bit bigger, now he's driving a milk tanker himself...

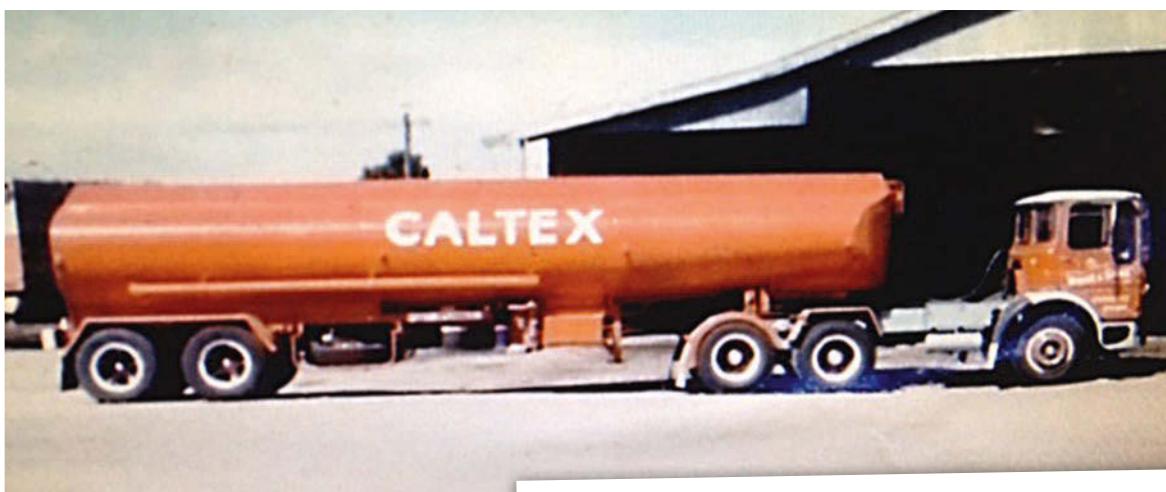


Above: Probably in the fleet before the Kenworth was this three-axle Ergomatic-cabbed AEC Mammoth Major tractor unit, which looks new when seen here with a tandem-axle tank trailer.

Above: A great view of the Kenworth, from the top of the hill up which it was about to climb. As with the previous dirt road scene, are those multiple trailers you can see behind the Kenworth's semi-trailer, or another lorry and trailer?

Right: A nice side-on shot of the AEC Mammoth Major, showing the nice signwriting on the door, now fitted with rear mudguards.

Below: Another view of the AEC at R L White & Sons' Bairnsdale base.



Left: The AEC and tank trailer were obviously on contract to 'Caltex', a brand name of the Chevron Corporation used in many countries in the Asia-Pacific region, "proudly Australian, we have grown from humble beginnings to become the nation's outright leader in transport fuels, supplying one third of all Australia's fuel requirements," according to the company's website.

Right: R L White & Sons also used this International ACCO tractor unit with a tank trailer.

Below 1: An older view of an early post-war International K Series normal control tractor unit with a load of cut timber on its platform trailer.

Below 2: Another International normal control artic, dating from the mid-1950s, again with a load of cut timber.



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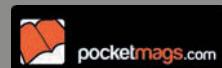
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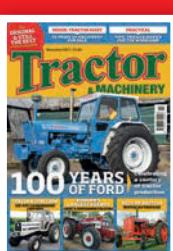


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Changes in Grimsby

Some of the pictures here are frankly rather poor quality, as they are based on newspaper cuttings and snapshots, but they evoke a certain flavour of the era when the photographs were taken.

Some of them date from periods of change, when transport systems in Grimsby, as in so many other towns and cities in the UK, were being up-dated. In the case of Grimsby, we have the replacement of a level crossing which caused a lot of congestion, plus the end of trolleybus operation.

There are also some adverts from companies offering vehicles and transport services – including names we remember better than others.

Lastly, there are some personal snapshots from drivers and vehicle operators, dating back to when transport was perhaps more people-orientated and business depended more on personalities.

■ *Ray and his friends in the 'Wednesday Club' supply the 'Grimsby Telegraph' with pictures for its 'Bygones' section, as seen here, the use of which we gratefully acknowledge.*

Ray Newcomb shares some bygones from periods of change in the town.



Above: Cleethorpes Road level crossing, looking towards Ryb Square, with Grimsby Docks station footbridge seen on the right. Opening the gates results in pedestrians, cyclists and motor-cyclists hurrying through towards us, ahead of the long queue of traffic, headed by an electric milk-float and Corporation AEC Regent double-decker, while a smaller number – on both sides of the road – jockey for position ahead of the Armstrong Siddeley Sapphire and van carrying ladders. **Left:** A typical artist's impression, with lots of wide open spaces surrounding the proposed replacement flyover. **Below:** The Cleethorpes Road flyover was almost complete, when pictured in March 1968. The queue's still there, headed by a Bedford TK delivery van in the livery of 'Mace', a chain of smaller supermarkets of the day.



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Above: A 1980s ad for the local ERF dealer, which was part of the DFDS Group of transport companies.



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Left: An advert from Humber Warehousing, celebrating the opening of the Humber Bridge in 1980, but using some rather dated illustrations of some of its vehicles...

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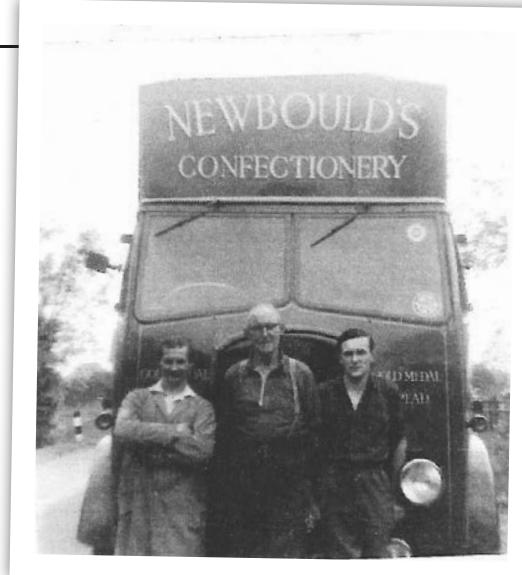
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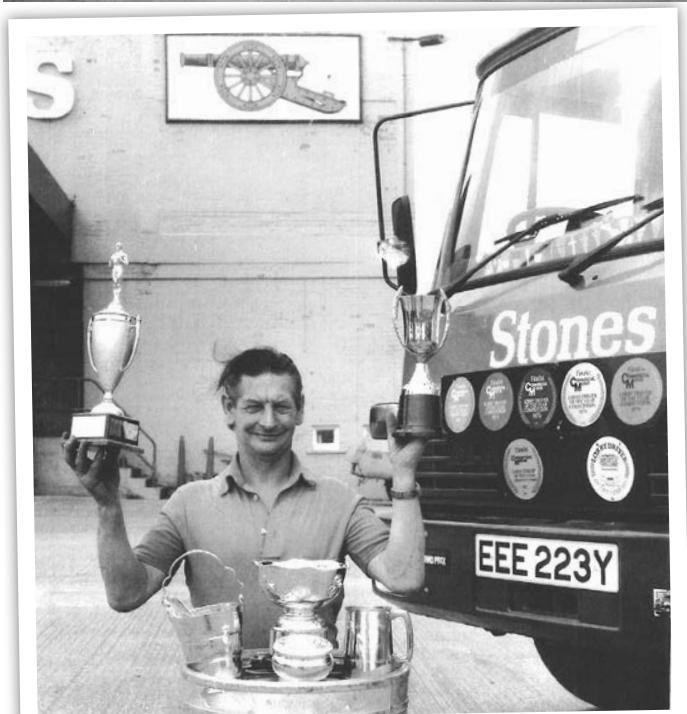
Above 1-3: An advert for insulated container transport from Humber Warehousing, with 1958 late-type Commer QX, SFW 313, another ad for C.L. Whitaker & Co of Grimsby for 'Karricold' refrigerated transport (the company was also area distributor for 'Thermo King' fridge units) and a rather poor picture of this company's FJV 237D, a 1966 Guy Invincible, with a trailer from a German company, with which it was offering an international refrigerated service.



Above left, above right and below left: Pete May is seen in the centre, outside 'Sandilands' Skegness caravan site, with 1954 Morris-Commercial, EJV 552, of Clover Milk. Pete again on the left with Newbould's of Bradford Maudslay and draw-bar trailer, which he drove, with full loads, to Lincoln, Gainsborough and Scunthorpe, delivering from Stevenson's Bakery in Waltham, Grimsby, 'Sunblest Brand'. He displays his trophies after the 1985 Lorry Driver of the Year, at Leconfield, Yorkshire, where he won his class, having been a finalist in many previous events, as seen on the grille of the lorry. His 'Stones' Bedford TL artic is seen at Leconfield, with the rear cab windows masked out, leaving only the rear view mirrors.



Above: Maurice Goodhand of Caistor, near Grimsby, in his Dodge K Series (pictures lent by his son, Kevin)



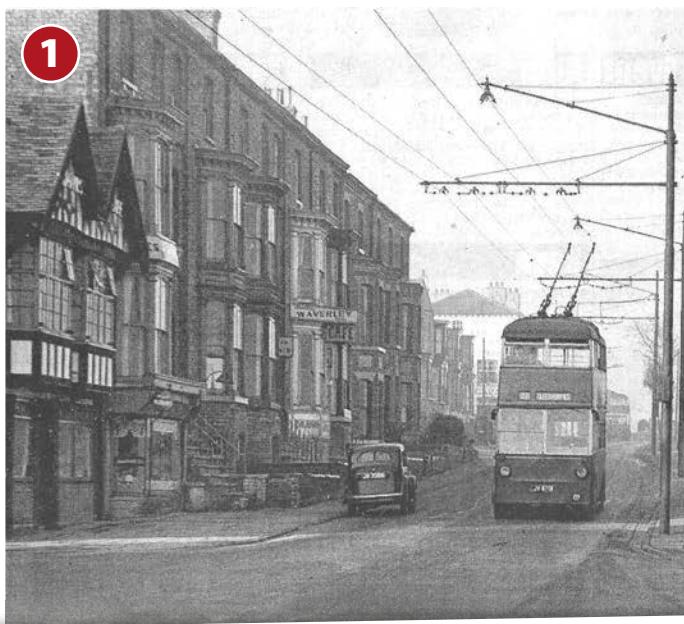
Above: Maurice Goodhand seen on the left with his Thames Trader.



Above: Note the three spotlamps, ideal for the narrow Lincolnshire lanes, on the 1966 Dodge K Series, GFW 159D. Maurice had an ERF four-wheeler, now restored in red, which carried a vintage tractor on Scottish road runs.

Above: A Bedford TK tipper in the fleet of Hurdiss of Caistor.





Trolley swansong



1: A bleak autumn view in the 1940s of a Karrier trolleybus gliding down from High Cliff past an Austin 10, towards the boating lake at Cleethorpes. The pier can just be seen to the right. This is now an 'up-market' area.

2: One of the trolleybuses which ran in Grimsby and Cleethorpes until the 1960s, AFE 24, on route 11 along Cleethorpes Road, towards the bathing pool. Was the lucky heather for the driver and passengers – or for pedestrians attempting to cross the road?

3: A central-entrance six-wheeled trolleybus in the Grimsby fleet seen in Riby Square.

4: The driver and conductress take a break at the Weelsby Road, Hainton Avenue, Grimsby terminus of trolleybus route 11.

5: Another trolleybus on route 11, at the Riby Square stop in Cleethorpes Road, outside Whitehead's outfitters, with little other traffic visible..

Rally Round-up

Here we are, in the November issue and we're still only half-way through the July rallies. However, I hope you'll agree that it's nice to give some space to all the events we were able to visit between us – and a fair 'crack of the whip' to all our contributors who send us their pictures and reports – as we can't all get to all the rallies. Let's face it, five of the events shown here were held on the same weekend! If we keep covering all the rallies we can in date order, it should keep us going through the dark winter days, until the 2018 season starts again in earnest...

LEYLAND GATHERING

*This year's Leyland Society Gathering was held at Old Warden Aerodrome in Bedfordshire, home of The Shuttleworth Collection of flying vintage aircraft, on July 8-9th. This most southerly venue for the society's annual gathering attracted 24 lorries and 15 buses, the first time for many years lorries outnumbered buses. They were all parked in separate sections, in a long line. **Len Jefferies** went along to see them.*



1: On its first outing, what Mike Sutcliffe says will be his last project, 1934 Leyland Tiger TS6, YG 7831, with Northern Counties single-deck body, new to Todmorden Joint Omnibus Committee, rebuilt from a towing vehicle over 11 years. It was parked next to his first restoration, 1921 ex-Todmorden Leyland G double-decker, while three of his other vehicles, now resident at Old Warden, were giving rides around the site. **2:** Tony Knowles took along five Leylands from his preserved fleet, Beaver tractor units, BVG 51E and 692 BXM, Octopus eight-wheeler, 438 GMC and 496 GXC, and this Super Comet, FYA 183C. **3:** Jamie Gowler and family took three LAD-cabbed Leylands, this Octopus, 109 EXE, Badger tractor unit, YCT 91 and Comet tipper DTB 307B. **4:** New on the scene this year, contrasting with the Roadtrains to either side, this Comet horsebox of Walter Day & Sons, NXW 282, started life as a Shellmex-BP tanker in 1953. **5:** The oldest Leyland at the gathering was this part-restored early 1920 Model G (RAF-type) chassis. Next oldest was the 1933 Beaver of Bowker Transport. **6:** Newest preserved vehicle at Old Warden was this 1993 Leyland-DAF FT80.300 tractor unit, K4 CSG.

Glamis Castle

Mike Forbes finally made it north this year, to the 43rd Scottish Transport Extravaganza, held at Glamis Castle, Angus, between Dundee and Forfar, on 8-9th July. Organised by the Strathmore Vintage Vehicle Club, the grounds of the ancestral home of the late Elizabeth, Queen Mother, make a splendid venue for the hundreds of different classics which gather there. Enough 'blether', let's look at some of them...



Above: This Atkinson Borderer artic, TYH 724M (London, 1973), previously with Roger Flavel, now carries the livery of G & J Jack, Fish Merchants, of Fraserburgh, with living accommodation on the single-axle trailer cleverly disguised to resemble a load of fish boxes, marked George Walker & Sons, Mallaig. Behind can just be seen a Bedford SB1/Plaxton Consort coach, FEF 462 (West Hartlepool, 1958) in the livery of Paterson's of Dufftown.



Above: New to us 'sassenachs', and one of several Albions at Glamis, this Clansman FT25A platform lorry, OSR 90 (Angus, 1956), has been beautifully restored in the livery of local company, Strathmore Springs of Forfar.



Above: Complete with Thermo King fridge unit, with its Gray & Adams body re-panelled, this Morris FGK, BRS 465B, was originally registered in Aberdeen in 1964. Not many refrigerated vehicles like this one are preserved.



Above: Some of the Earl of Strathmore's vehicle collection displayed at the rally included this wartime Austin K2 mobile canteen, CSR 707, seen in front of a Green Goddess, and an early Land Rover from a local garage, DES 140.



Above: A fine line-up of the restored lorries of George of Perth, signwritten 'Regular Services to Lancashire'; 1933 Leyland Beaver, TJ 2804, 1953 Leyland Octopus, SAU 370 (previously in Arthur Oakley and Taylors of Martley liveries), and 1949 Foden FG5-7.5 four-wheeler with 'flat-front' cab, FNT 134 (previously in Bob's Transport livery).



Above: Another later Albion Claymore, HSO 875 (Moray, 1961) in the livery of Ian Shand of Edinburgh.



Above: Two ex-military vehicles which have survived by being used as timber tractors by James Jones of Larbert after the war, CMS 331, a 1943-4 FWD HAR-1, and AWG 136, built by GM Canada in 1944 as a C15TA armoured personnel carrier.



Above: Two vehicles driven up from England were 1954 Atkinson L644, HHS 516, of Sanders of Market Rasen and Dave Chisholm's 1956 Bedford A Type, with their living trailers.



Above: The parade ring was filled with commercials on Sunday, including these two lovely little Austin 7 vans, WS 1282 and BF 6152, plus a Ford V8 Pilot pick-up, ERFs, Morris Minors and Land Rovers.



Above: More action in the ring, with two pick-ups cut down from vintage Austin saloons, GD 1473 from a 'Clifton', and SV 8942 from a 'Burnham'.



Above: A 1930s Dennis normal control 4 ton platform lorry, fitted with a Gardner diesel engine, SR 1614, in the livery of D Callender of Forfar, leads the company's other entry, a Foden S20 ballast tractor, 4968 SR, into the ring.



Above: The 1961 Morris FFK, CSJ 241, of G & K Kennedy of Forfar, leads 1951 Albion Chieftain, BYJ 462, in the livery of Andrew Cook of Leven, around the ring.



Above: Also seen in the busy ring, 1939 Albion fire engine, DFG 497 in Fife Fire Brigade livery, leads a Bradford van, next to another Albion Claymore.



Above: Time to go home on the Sunday, as the rain comes down, with a 1959 Ford Popular, LSU 226, passing the front of the castle on its way out of the grounds.

30 Years Since ECW Closed

The 30th Anniversary of the closure of Eastern Coachworks at Lowestoft was commemorated at the East Anglia Transport Museum, at Carlton Colville, on 8-9th July, with a fine gathering of the factory's products. **Mike Gosling** was there.



Above: Rare 1962 Eastern Counties Bristol FL, 557 BNG, with ECW 30 ft long rear entrance lowheight body is seen about to set off on one of the local services run in connection with the event.



Above: The heritage can be readily seen in the ECW body style of 1971 Bristol VR, OCK 985K, latterly with Eastern Counties, but originally a Ribble bus, seen with GBJ 192, a 1946 AEC Regent II of Lowestoft Corporation, bodied by ECW before the company was restricted to supplying nationalised companies from 1948 to 1966.



Above: Another livery not expected to be seen on an ECW body, that of Southdown, on GUF 727, a 1946 Leyland Tiger PS1/1, originally used on express services from London to the South Coast.



Above: A later ECW coach body adorns Bristol RELH6L, OAX 9F of 1968, in the livery of Red & White Services.



Above: Also originally from the Red & White fleet was this 1967 Bristol/ECW MW single-deck bus, JAX 117E, surely one of the last of the type to be built.



Above: An interesting line-up; at the front was one of the London Transport RFW Class tour coaches, LUC 389, with ECW-built body on an AEC Regal IV chassis, a definite contrast with the Bristol Lodekkas to the rear, 1965 ex-Eastern National front entrance FLF, NTW 942C; 1966 ex-York-West Yorkshire FS, NWU 265D and ex-Eastern Counties LDX, OVF 229. Although tinged with sadness, especially on a local level, this was a great event for ECW fans.

Rempstone

The Rempstone Steam & Country Show was held on July 8-9th, at Turnpost Farm, Wymeswold, Leicestershire. The event featured one of the last outings for the 'White Helmets' Royal Signals Motor-cycle Display Team, as well as many interesting commercials. **Malcolm Ranieri** and **Barry Fenn** were there.



Above: Rare 1958 Rowe Hillmaster, 161 LTW, is seen on its second visit to a rally, in the livery of Graham Voss, of Billesdon, Leicestershire. (BF)



Above: Twins – well, nearly. Two Atkinson Borderers, recovery vehicle, GVO 293J, and tractor unit, EFD 968K, both in the livery of hauliers, Stirlands of Nottingham. (MR)



Above: Often seen at rallies is Dennis Moulding's lovely 1935 AEC Mammoth Major 8 Mk II. (MR)



Above: Another rarity, Neil Matlock's Sentinel DV4/4 underfloor-engined platform lorry, TRF 598. (MR)



Above: Previously seen in an ERF B Series 4x2, Alan Phillips is here in Cummins-powered E10 6x2, F643 NBL. (MR)



Above: Looking ready for anything was this Foden STG5 timber tractor, in the livery of Hall Bros, of Lockington, Derbyshire. (MR)



Above: In Stephens of Nottingham livery was this 1955 Commer Superpoise, YRA 855. (MR)



Above: This 1948 Dennis Pax, KAL 656, in King's Lift & Tow livery, appeared in the ring. (BF)

DEVON COAST RUN

Allan Bedford says that one of Devon's best kept secrets, the Annual 'Devon Coast Run', organised by the Historic Transport Club, celebrated its 39th birthday in July and the main organiser, John Corah, has participated in every one. Starting at Exeter Race Course on Haldon Hill, the leisurely drive passes through Star Cross and Dawlish, before pausing on Teignmouth front for breakfast. Continuing through Torquay and Paignton, the run heads inland and terminates in the pleasant surroundings of Mill Marsh Park in Bovey Tracy. What makes this run special, apart from the scenery, is the great variety of vehicles taking part. Although cars are in the majority, representing over 80 years of motoring, a good selection of commercials are seen every year together with a few PSVs. The 40th anniversary run is planned for 15th July 2018. These photos were all taken at the Teignmouth stop.



Above: Allan says he doesn't recall seeing YYN 261, a 1959 Foden S21 two-stroke powered tipper previously.



Above: Signwriter, John Corah poses beside the well-known ex-Taunton Cider Leyland Octopus, with which he has had a long association. The Cider Works at Norton Fitzwarren closed in the 1990s and is now a housing estate. The lorry carries the impressive rally plate issued to the entrants.



Above: The boys from Sidcup have supported the coast run for many years. In the past, their three Thames Traders were to be seen on the A303 in convoy, on the long journey to and from Devon. This year they brought along their F86 and F88 Volvos and the small black Ford Cargo, seen beside the popular Beachcomber Café, where a good breakfast is guaranteed.



Above: Another group who annually support the event with their fleet of Bedford M and O series make the much shorter trip from lovely Colyton. This Bedford OL carries a Hertfordshire registration in a series which commenced in September 1939, so is therefore a very early example.



Above: 1: Synonymous with the South West, it was nice to see a 'Royal Blue' this year, after a few years absence, represented here by a 1960 Bristol MW6G/ECW C39F, fleet no 2246, 625 DDV. 2: Dennis 'R' Series for appliance XTT 306S was based in North Tawton, famous for its dairy and cheese factory. The London Leyland behind, RTL1163, LYF 104, a long-term Devon resident, was withdrawn over 50 years ago. It features blinds for the Epsom Derby Week service 406F, which in the early post-war years often featured a motley collection of veterans, drafted in for a final spell of service and a one way ticket. 3: Allan sneaked this one in – his personal favourites on this year's run were two very original Ford V8 Pilots, featuring two of the four Dagenham 'shades' (the others were black and rarely seen tan/beige), dating from 1949 and 1950 respectively. The owners travelled down from Chertsey and Reading and hopefully found some bargain fuel for the trip!

More from all our rally correspondents in the coming issues...

Rally Diary

Here is a selection of events being held between now and the end of the year, which we think will be of interest to Vintage Roadscene readers.

The season doesn't seem to be over these days with the coming of the winter months, so here are some events up to the end of 2017. We'll bring you details of anything we find out about for the early months of 2018 in a future issue. If you're organising an event which would be of interest to Vintage Roadscene readers, please let us know the details for future diary pages. Let us hope the weather is kind and everyone enjoys their days out, wherever they go. Please let us know if you particularly enjoyed an event – or if you were disappointed – and don't forget to take your camera and if you see anything interesting, send us a picture for our future Rally Scene pages. We've widened the scope a little, to include some car, bus and tractor events which might include commercial vehicles as well, which we hope will be of interest to readers.

OCTOBER

19-22nd October – Midlands Model Engineering Exhibition, Warwickshire Exhibition Centre, The Fosse, Fosse Way, Leamington Spa CV31 1XN, 01926 614101.
e-mail: info@meridienneexhibitions.co.uk
www.meridienneexhibitions.co.uk

21st October – Wheels by Lamplight – adults only, Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich, Suffolk IP3 9JD, 01473 715666.
e-mail: enquiries@ipswichtransportmuseum.co.uk
www.ipswichtransportmuseum.co.uk

21st October – Halloween Fairground at Night, Hollycombe Working Steam Museum, Iron Hill, Liphook, Hampshire GU30 7LP, 01428 724900
e-mail: info@hollycombe.co.uk
www.hollycombe.co.uk

21-22nd October – 1960s Weekend, Museum of Transport, Boyle Street, Cheetham, Manchester M8 8UW, 0161 205 2122.
e-mail: e-mail@gmts.co.uk
www.gmts.co.uk

22nd October and 10th December – Normous Newark Autojumble, Newark Showground, Lincoln Road, Winthorpe, Nottinghamshire NG24 2NY, 01507 529529.
e-mail: shows@mortons.co.uk
www.newarkautojumble.co.uk

22nd October – Transportfest, London Bus Museum, Cobham Hall, Brooklands Road, Weybridge, Surrey KT13 0SL, 01932 837994
e-mail: londonbusmuseum@btinternet.com
www.londonbusmuseum.com

22nd October – Final Fling, Long Shop Museum, Main Street, Leiston Suffolk, IP16 4ES, 01728 832189.
e-mail: info@longshopmuseum.co.uk
www.longshopmuseum.co.uk

28th October – Twilight Running Day, The Transport Museum, Chapel Lane, Wythall B47 6JX, 01564 826471.
e-mail: enquiries@wythall.org.uk
www.wythall.org.uk

28th October – Halloween at East Anglia Transport Museum, Carlton Colville, Lowestoft, Suffolk NR33 8BL, 01502 518459.
e-mail: eatm.events@gmail.com
www.eatransportmuseum.co.uk

28-29th October Halloween Trolleydays, The Trolleybus Museum, Belton Road, Sandtoft, near Doncaster DN8 5SX, 01724 711391.
e-mail: trolleybusmuseum@sandtoft.org
www.sandtoft.org

29th October – Malvern 4x4 Spares Day & Land Rover Autojumble, Three Counties Showground, Malvern, Worcestershire WR13 6NW, 01697 451882.
e-mail: info@markwoodwardclassicevents.com
www.markwoodwardclassicevents.com

29th October – 'The Kettle' Autojumble, Church Farm, Kettleburgh, Woodbridge, Suffolk IP13 7LF, 01728 724858.

29th October and 26th November – Lincoln Autojumble, Hanger 1, Caenby Corner Estate, Hemswell DN21 5TU, 07816 291544.
e-mail: lincolnautojumble@hotmail.co.uk
www.lincolnautojumble.co.uk

29th October – Penrith Autojumble, Auction Mart, Skarsgill, Cumbria CA11 0DN, 07836 331324.
e-mail: info@garstangautojumbles.co.uk
www.garstangautojumbles.co.uk

29th October – Swansea Bus Museum, Farewell Running Day before move, SA1 Business Park, Langson Road, Swansea SA1 8DB, 01792 732832.
e-mail: info@swtbusgroup.org.uk
www.swtbg.org.uk

NOVEMBER

4th November – Bring & Buy Sale, Oakley Airfield, Worminghall, Wheatley, Oxfordshire HP18 9JX, 01367 810415.
www.cotswoldoilengine.co.uk

5th November – Garstang Autojumble, Hamilton House Farm, Tarnacre Lane, Garstang, Preston PR3 0TB, 07836 331324.
e-mail: info@garstangautojumbles.co.uk
www.garstangautojumbles.co.uk

5th November – Ardingly Autojumble & Spares Auction, South of England Showground, near Haywards Heath, West Sussex, RH17 6TL, 01784 471431.
e-mail: delboyevans1@yahoo.co.uk
www.autojumblers-association-ltd.co.uk

5th November – Transport Festival, Lincolnshire Road Transport Museum, Whisby Road, North Hykeham, Lincoln LN6 3QT, 01522 500566.
e-mail: info@lvs.org.uk
www.lvs.org.uk

12th November – Open Day, South Yorkshire Transport Museum, Waddington Way, Aldwarke, Rotherham S65 3SH, 0114 255 3010.
e-mail: info@sytm.co.uk
www.sytm.co.uk

18th November – Twilight Trolleyday, The Trolleybus Museum, Belton Road, Sandtoft, near Doncaster DN8 5SX, 01724 711391.
e-mail: trolleybusmuseum@sandtoft.org
www.sandtoft.org

19th November – Dewsbury Bus Museum Transport Fair & Open Day, Foundry Street, Ravensthorpe, 0844 504 0089.
e-mail: events@dewsburybusmuseum.co.uk
www.dewsburybusmuseum.co.uk

19th November – Classic Buses & Coaches, Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road,

Please check details with organisers before travelling long distances. Vintage Roadscene publishes this listing in good faith and cannot be held responsible for any changes or inaccuracies in the information given here.

Ipswich, Suffolk IP3 9JD, 01473 715666.

e-mail: enquiries@ipswichtransportmuseum.co.uk
www.ipswichtransportmuseum.co.uk

19th November – Military Vehicles Day, Brooklands Museum, Brooklands Road, Weybridge, Surrey KT13 0QN, 01932 857381.
events@brooklandsmuseum.com
www.brooklandsmuseum.com

25th November – Access All Areas, The Tank Museum, Linsay Road, Bovington, Wareham, Dorset BH20 6JG, 01929 405096.
e-mail: info@tankmuseum.org
www.tankmuseum.org

DECEMBER

2nd December – Ensignbus Vintage Bus Running Day, services to/from Lakeside Shopping Centre, Essex.
www.ensignbus.com

2-3rd December – Christmas Cracker, Museum of Transport, Boyle Street, Cheetham, Manchester M8 8UW, 0161 205 2122.
e-mail: e-mail@gmts.co.uk
www.gmts.co.uk

3rd December – Christmas Cracker, Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich, Suffolk IP3 9JD, 01473 715666.
e-mail: enquiries@ipswichtransportmuseum.co.uk
www.ipswichtransportmuseum.co.uk

10th December – Open Day, South Yorkshire Transport Museum, Waddington Way, Aldwarke, Rotherham S65 3SH, 0114 255 3010.
e-mail: info@sytm.co.uk
www.sytm.co.uk

10th December – Open Day (with Santa's vintage bus), Nottingham Heritage Vehicles, Portland Road, Hucknall, Nottingham NG15 7SF.
e-mail: enquiries@nottinghamheritagevehicles.co.uk

10th and 17th December – Santa's Bus Grotto, Oxford Bus Museum, Old Station Yard, Long Hanborough, Witney, Oxfordshire OX29 8LA, 01993 883617.
www.oxfordbusmuseum.org.uk

16-17th – Santa Weekend, North West Museum of Road Transport, Old Bus Depot, Hall Street, St Helens, Lancashire WA10 1DU, 01744 451681.
e-mail: paul@nwmort.co.uk
www.nwmort.co.uk

JANUARY

1st January – Friends of King Alfred free vintage bus services, from Broadway, Winchester, 01737 823436.
www.fokab.org.uk

1st January – Coventry Running Day & Transport Fair, Rugby Club, Butts Road, Coventry CV1 3GE.
Bus & Coach Preservation Magazine.

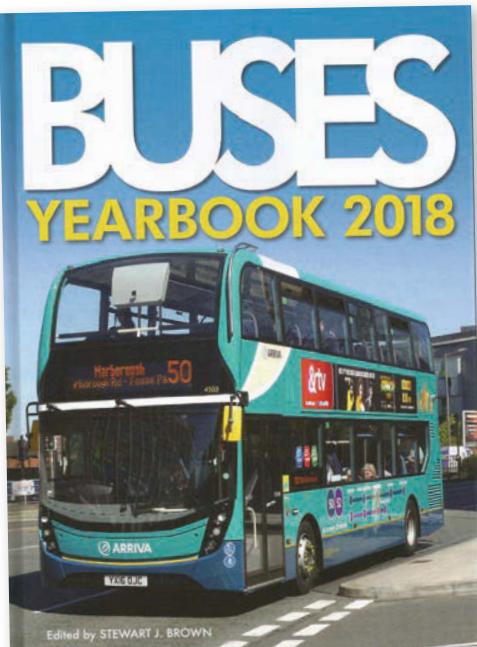
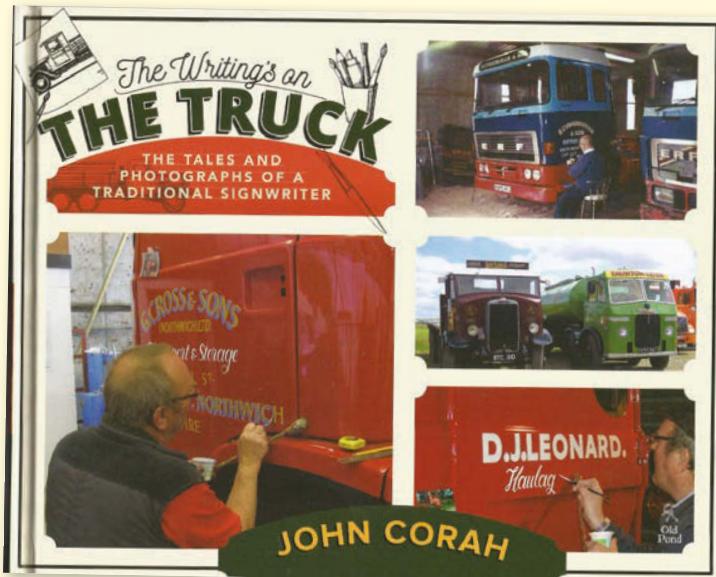
THE WRITING'S ON THE TRUCK

BY JOHN CORAH
OLD POND PUBLISHING
5M PUBLISHING LTD
BENCHMARK HOUSE
8 SMITHY WOOD DRIVE
SHEFFIELD S35 1QN
WWW.OLDPOND.COM
ISBN: 9781910456996
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is recounted in his previous book, 'From Moorlands to Highlands' and whose lorries he lettered. He includes some details of how the job is done and we can see why his traditional methods of signwriting vehicles, shop-fronts and other signs has survived, in spite of the general move to cut-out vinyl letters.

The book tells how his business developed over the years, with some interesting stories along the way, up to the present. To demonstrate his art, the 152 pages in this hardback book include around twice that many photographs of lorries and other vehicles, including preserved examples, and a few signs – which offers a wonderfully colourful selection of interesting vehicles.

Sub-titled 'The Tales and Photographs of a Traditional Signwriter', this is a fascinating book, telling the story, largely in pictures, of the writer's career, which combined his interest in art and lorries. The book explains how he began, after various false starts, as well as driving for Brian Harris from Devon – whose company's history

**BUSES YEARBOOK 2018**

EDITED BY STEWART J BROWN
KEY PUBLISHING LTD
GWASH WAY INDUSTRIAL ESTATE, RYHALL RD,
STAMFORD PE9 1XP
WWW.KEYPUBLISHING.COM
ISBN: 978-1-910415-32-0
£17.99

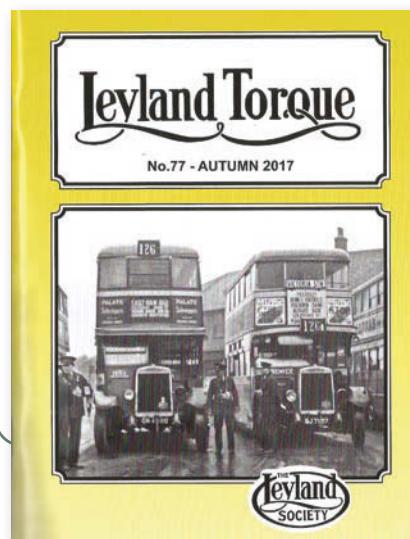
This is the 55th edition of this annual treat for bus enthusiasts. It contains the usual wide-ranging selection of articles, as well as lots of pictures of buses, old and new. Subjects range from the Transport Act 1968, double-deckers in Africa and ex-London RTs in Bradford, to Bournemouth bus history, Twenty Years of D&G, ten years of the Optare Versa and the Isle of Man today, with pictorial features on the New Routemaster, Ipswich, Leicester, Merseyside, British-looking American buses and more. The vehicles inevitably move on with time, but there's plenty of history as well. Another interesting read to add to your bus book collection.

LEYLAND TORQUE NO 77 – AUTUMN 2017

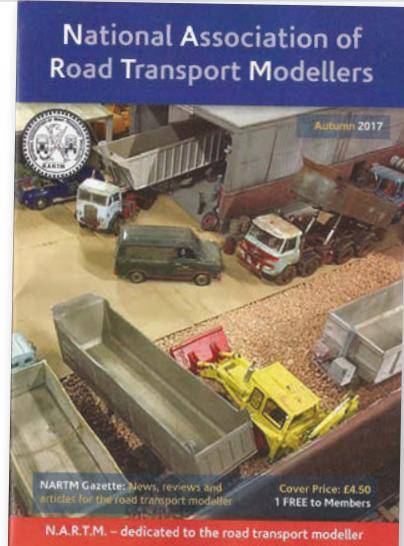
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TOTTERNHOE,
DUNSTABLE,
BEDFORDSHIRE LU6 2DA

Available free to Leyland Society members - £27 per annum in the UK (£33 – EEC, £38 –outside EEC), application forms from the New Membership Secretary, John Ormiston, Appletree Cottage, Lower Chase Road, Swanmore, Southampton SO32 2PB, or via the website www.leylandsociety.co.uk

Leyland Torque is The Leyland Society's quarterly magazine. This issue includes a major article on Leyland TD1 demonstrators, as well as cab designs not put into production, the Earl of Ellesmere's fire engines and July's Leyland Gathering at Old Warden, plus regular news about the society, 'What Leyland's Doing' now at the factory, 'Food for Thought', 'Odd Bodies' and members' letters. With lots of interesting pictures and information about these vehicles, Leyland enthusiasts really should join the Society and read Leyland Torque, plus the annual Leyland Journal. Special events are being organised in 2018 for the Society's 20th Anniversary.

**NARTM GAZETTE - AUTUMN 2017**

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MEMBERSHIP: £17 PER ANNUM (UK), £20 (EUROPE), £24 (ROW).



NARTM caters for people interested in all sorts of model lorries, diecasts, kits, conversions or scratch-built, in all scales and materials. The association's quarterly magazine gives details of local meetings and open days, including lots of pictures of models, shows to go to, notably where association members are displaying models, plus on-line discussions, discounts from kit manufacturers and NARTM Gazette advertisers and entry to events.

This issue, includes lots of pictures of members' models, at Scottish Model Truckfest, Coney Green Steam Rally and elsewhere, the London to Brighton HCVS Run 2016, The Benefits of a Theme, plus ideas, drawings and useful tips on modelling. The association offers a lot of ideas and encouragement to modellers, experienced or not.

CLASSIC TRUCKS

BY ROY DODSWORTH
AMBERLEY PUBLISHING
THE HILL, MERRYWALKS, STROUD,
GLOUCESTERSHIRE GL5 4EP
WWW.AMBERLEY-BOOKS.COM
ISBN: 978-1-4456-7440-7 £14.99



THE STORY OF ECCLES CARAVANS

BY ANDREW JENKINSON
AMBERLEY PUBLISHING
THE HILL, MERRYWALKS, STROUD,
GLOUCESTERSHIRE GL5 4EP
WWW.AMBERLEY-BOOKS.COM
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THE STORY OF ECCLES CARAVANS

ANDREW JENKINSON

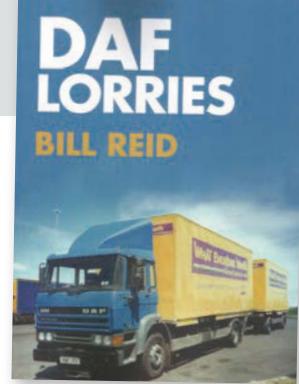


Caravanning has been a popular pastime for many people over the years, so this history of a well-known maker and its products should be well-received. It follows the equally interesting and well-illustrated Amberley books on Cheltenham Caravans and Caravans International. There are pictures of all sorts of caravans, from strange-looking early devices to the latest designs, which chart the history and tell the story of this pioneering and successful company and its products.

DAF LORRIES BY BILL REID

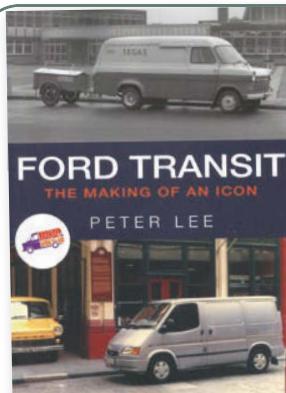
AMBERLEY PUBLISHING, THE HILL, MERRYWALKS,
STROUD, GLOUCESTERSHIRE GL5 4EP
WWW.AMBERLEY-BOOKS.COM ISBN: 978-1-4456-6758-4 £14.99

DAF lorries have been well-established in the UK transport industry for around 40 years now, indeed some of them are now built in Leyland. This book, another from Amberley by the Ayrshire Road Run organiser, shows examples of the different models seen on our roads since the 1970s. Around 180 colour pictures show an impressive range of 7½-tonners to heavy haulage outfits, many of which we would now call 'modern classics', in a whole variety of operators' liveries, some already only memories, illustrating the development of DAF's model range over the years.



FORD TRANSIT – THE MAKING OF AN ICON

BY PETER LEE
AMBERLEY PUBLISHING, THE HILL, MERRYWALKS,
STROUD, GLOUCESTERSHIRE GL5 4EP
WWW.AMBERLEY-BOOKS.COM ISBN: 978-1-4456-6782-9 £14.99

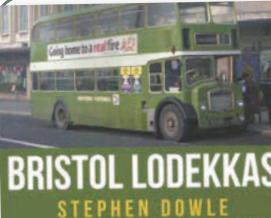
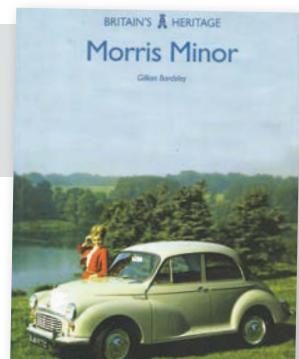


Peter Lee founded and runs the Transit Van Club, owns nine of them and is an acknowledged expert on these most successful light commercials of all time. With a short introduction, this book tells the story of the Transit with around 160 illustrations in 96 pages. There is lots of information here and most of the pictures haven't been published before, making this a most interesting read for anybody with an interest in the Transit.

MORRIS MINOR

BY GILLIAN BARDSTY
AMBERLEY PUBLISHING, THE HILL, MERRYWALKS,
STROUD, GLOUCESTERSHIRE GL5 4EP
WWW.AMBERLEY-BOOKS.COM ISBN: 978-1-4456-6898-7 £8.99

In the 'British Heritage' series from Amberley, here is a book about another motoring icon. The author is a historian at the British Motor Museum, Gaydon, and her presentation of the story of this much loved car within these 64 pages, complete with around 80 illustrations, many of them from the BMC archives, makes for a most interesting read.



BRISTOL LODEKKAS

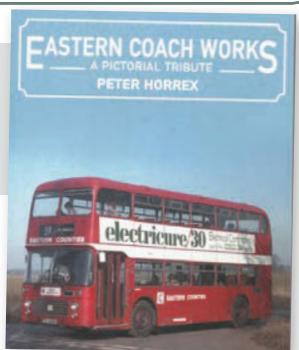
BY STEPHEN DOWLE
AMBERLEY PUBLISHING, THE HILL, MERRYWALKS,
STROUD, GLOUCESTERSHIRE GL5 4EP
WWW.AMBERLEY-BOOKS.COM ISBN: 978-1-4456-6463-7 £14.99

The author started photographing these buses when he drove one for Bristol Omnibus in the 1970s. There are the usual 180 or so pictures here, about half in colour, which rather contrast the boring National Bus Company liveries with the colourful Scottish Bus Group vehicles, some of which had been exchanged for VRs with their southern neighbours. If you like Lodekkas, as the author obviously does, this book is for you.

EASTERN COACHWORKS – A PICTORIAL TRIBUTE

BY PETER HORREX
AMBERLEY PUBLISHING, THE HILL, MERRYWALKS,
STROUD, GLOUCESTERSHIRE GL5 4EP
WWW.AMBERLEY-BOOKS.COM ISBN: 978-1-4456-6952-6 £14.99

Another nice picture book for Bristol fans, with the usual 180 or so photographs, concentrating on the later products, especially VRs, of the Lowestoft-based coachbuilder, in a colourful array of liveries, taken and presented by an enthusiast.



Amberley has published quite a number of books recently which will be of interest to transport enthusiasts:- Books on buses include Glasgow and Dunbartonshire Independents, by David Devoy; Hull Corporation Buses, by Malcolm Wells and Paul Morritt; Yorkshire Rider Buses, by Scott Poole. Agricultural enthusiasts will like Austin Tractors, by Nick Baldwin; and Massey Ferguson Tractors, by Jonathan Whitlam. London's Emergency Service Vehicles, by Dave Boulter, covers modern ambulances, fire brigade and police vehicles. Looking at wider transport-related subjects, there are Kent's Transport Heritage, by James Preston; The Severn Estuary Crossings, by Chris Wiggs; and Vintage Signs of America, by Debra Jane Seltzer, plus another in the 'Britain's Heritage' series, Raliway Stations, by Tim Bryan. All are in the usual largely pictorial style from Amberley, which has become a popular format for such books.

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HCMC345

THRILLS AND SPILLS – A TALE OF TWO TOILETS

Since the subjects of my two previous tales of Thrills and Spills were of a somewhat serious and frightening nature, like the runaway tractor in July's issue 212, and several years later as a lorry driver, finding myself in a nightmare situation, being directed down a long steep bank carrying a full load of timber on a single-axle trailer, in issue 214, I thought it only fit to lighten up a little and recall some of the fun times of that era. In fact, the following true story was hilarious (for us onlookers that is!), but not so for the driver concerned, who had to carry out a stinking clean up job, not to mention forking out for a costly repair bill at the end of it.

In 1972, I had been taken on by 'Westdock', formerly 'Westdock Timber Ltd', manufacturers of commercial glass-houses. The timber was used in the construction of the glass-house frames and doors. In the company's heyday, Westdock must have ran a dozen motors or more, either LAD-cabbed Leyland Comets, or Kew Dodge 300 series. I can't quite remember, as it was 50 years ago. However, in 1972, we were down to just six artic motors and I can well remember them all being Kew Dodge 500 Series or 'Tilt-cab Dodges' as they were more commonly known.

One particular driver, an elderly chap named 'Wilf' (a good old common name of the 1940s and '50s), unlike today's motley of kids named after football teams and celebs, was bullied continually, not just by Westdock drivers but also by other drivers in the town. He could always be seen sitting on his tod in the canteen or transport café. Me, I had a bit of a soft spot for Wilf, and felt rather sorry for him, having also been on the receiving end of bullies at school and in my early working life. Believe me, when you are on the receiving end of this kind of bully throwing their weight around, just to impress their mates, life can be unbearable. But sadly, Wilf attracted these bullies.

He slept in his cab every night, as the job required us to be away all week. Trying to sleep in a Kew Dodge (in the days before sleeper cabs), where a heavy sheet of plywood placed across the seats wouldn't support your weight, because of the sloping engine cover. Wilf's curtains consisted of mis-matched pieces of material, supported by four cup hooks, screwed into the corner of the cabs roof lining, and held with nylon rope which we used to secure loads with. He would totally refuse to stay in digs, even if you met up with him 200 miles away from home. He lived in one of those old knee-length ex-army coats. Probably died in it too!

Wilf was asked by one driver: "Don't you ever

get a bath or a shave? Your cab must stink." The driver obviously underestimated the quick torrent of abuse in return. Wilf's reply came something like: "Weekends are for washing and shaving. Don't see why I should bother just to drive a lorry and work with you lot!" Wilf had shot himself in the foot and could never foresee what was to follow.

Several attempts were made at dropping his trailer on its knees, by pulling out the fifth-wheel handle. But Wilf was used to this and always checked, so a group of drivers got together to plan their next move.

Any drivers on the road up to 20-odd years ago will certainly recall 'Toms' Café, which was situated on the side of the A614 west of Bawtry and just a couple of hundred yards from Blyth junction. This is where the A614 meets the A1 and was a very popular stop, as this was pre-M18 which now cuts out Rawcliffe, Thorne and all the other villages one had to negotiate before heading South.

On a bitterly cold Monday morning, I pulled into Toms Café. The lorry park was chock-a-block and so was the café, with drivers tucking into their eight-item breakfast. Yes, Tom's was a typical greasy spoon of that era but, my God, you didn't need another thing until that evening. There was Wilf sat in the corner, on his tod as usual. I sat with another couple of 'Westdock' drivers, for fear of being bullied and 'Sent to Coventry' myself. All four of us were loaded for Cornwall for the following morning, a two and a half day round trip in 1972.

Wilf left first brushing past us in his great army coat with just two words: 'See ya' on his usual visit to the outside 'bog', which consisted of a double 'bucket and chuck it'-style toilet, inside a 5 ft by 4 ft wooden hut. There had now been a light covering of snow and breaking daylight, as the rest of us finished our second 'free' mug of tea, a common practice back then.

Next minute, there was the loudest bang and crash. Drivers jumped up and raced to the door, to see whose motor had probably slid on the ice and snow and wrecked their cab. "Must be a smash on the road," someone shouted, but I saw different. Down the side of the café wall lay the remnants of a once double toilet block with two buckets and their contents trailing through the snow and onto the A614. There, just a few yards down the road, was Wilf's loaded motor.

A crowd of us gathered on the roadside to watch, as Wilf walked to the rear of his trailer and grabbed hold of a long chain, the end of which was still wrapped around the mangled toilet shed, with a long queue of vehicles, now stationary, with drivers thinking there had been a major accident.

Within five minutes, two police cars and

an ambulance arrived from nearby Bawtry, followed by a fire engine from Blythe and, as mobile phones were a good 15 years away, it must have been the laughter of 50 or so drivers that alerted them. Police started to question us, but I suspect that they already knew it was a deliberate prank, rather than a general accident. After all, a 30ft chain doesn't wrap itself round a toilet block, attach itself to a trailer and cover itself in snow, all by itself.

Only two of us crossed the road to talk to Wilf, who was by now in a mild state of shock. More so, when I pointed out to him that he had nothing securing the four double-up packs of timber on the rear of his trailer. The culprits had actually taken his own chain off his load to wrap round the toilet. So much for Wilf's strict checking of the trailer before he drove off...

Apparently, the police called in a JCB from a local plant hire firm, to uplift the shed and dump it back on the lorry park and clear the road. I daren't repeat the language used by Tom, when he came outside and saw what had happened to his toilet block.

Although I would never condone such pranks, I am also guilty of breaking out into fits of laughter at what happened. Even after 45 years, I still have a little chuckle now and then.

Next time, I will re-visit Teignmouth Docks for the first time since 1966, plus a very rare historic British lorry resting in Suffolk...

Brian Featherstone, Hull

THE SAME TRADER?

Seeing the picture of the rare ex-New Zealand Ford Thames Trader NC on page 48 of the August edition of *Vintage Roadscene*, with the registration number PTU 386B, has me wondering if it is the same one, offered for auction at Donington back in March 2009. According to the DVLA website, the 1964 Ford was first registered in the UK in September 2016, which could be possible after a restoration project of the same lorry. I wonder if the owner can enlighten me?

Jim King, Billericay, Essex



HALL & CO, LDOY AND TWIN-ENGINED FORD

The three-part 'Apprenticed to Hall & Co' articles in Issues 213, 214 and 215 of *Vintage Roadscene* were brilliant. The combination of Phil Reed's words and Geoff Heels' photographs, plus a few from the Stevens-Stratten Picture Library was fantastic. I didn't know that Hall & Co owned any Garrett steam wagons, but I've seen photos of Hall & Co Allchin steamers. The letter from Alan Biggs adds a lot of interest to the article, and there is more to follow.

The APV Paramount article in Issue 214 was also very good. The fact that

APV supplied competitors, including Butterfields of Shipley, Thompsons of Bilston, and Steel Barrel of Uxbridge, speaks volumes for the quality of APV's products. APV also supplied its 'leak-proof' discharge cocks to the Milk Marketing Board for its fleet of tankers, which is another ringing endorsement for APV.

It was great to see the old company names in the *Lorry Driver of The Year* article. SPD, BRS, National Benzole, Power Petroleum, Timothy Whites, British Oxygen, Standard Triumph and so on. It's a shame all of these names have now passed into history. SPD had a depot in Salfords near Redhill not so long ago, where the

company kept a fleet of white Bedford TK box vans. SPD also ran a number of Bedford TKs in the blue and silver Birds Eye livery. SPD later became a part of Exel Logistics. Coventry Airport is a very short distance away from the old Rootes car factory at Ryton, it was almost next door. The Ryton factory passed to Chrysler then to Peugeot before it was closed in 2007. The letter from Mike Ponsonby about the twin-engined Ford D Series interested me. My information is that the three twin-engined D Series were loaned out to BRS, HTS, and ECC (English China Clay) of Cornwall for evaluation.

H Daulby, Croydon

DISTILLERS' SCAMMELL

I was pleased to see the Carbon Dioxide photos. It took me back many years, when my dad drove for Distillers, from about 1950, on Seddon flats and tankers. Then, in 1958, he had a new Scammell Highwayman tanker. I had a photo taken of me when I was 14, sitting on the nearside front wing, and had the same photo taken when I was 68. I am 72 now and the tractor is still being used, but has been converted to a ballast tractor and is now in Scotland.

As you know Distillers CO2 was a huge company, but I have never seen a photo of a DCL CO2 tanker in a magazine. It seems I am the only one with some knowledge of DCL operations in South Wales, before it was taken over I think by INEOS and ICI. I think Air Products took a lot of Distillers' customers, undercutting prices. It seems everyone that worked at the Trefores factory are no longer with us. I have the photo of Dad's Scammell tanker, VYL 926 and a photo of a Foden S21.

I had a great time growing up around Distillers' lorries. I could drive artics at the age of nine and went on to work for them myself, as a driver on contract delivering dry ice and cylinders.

My father drove the Scammell tanker for some time, based at Trefores in South Wales. I loved this tanker and would wash and polish the cab every chance I had. Sometimes I would put Dad's overalls on and he would let me drive it down the motorway, aged 15. Sadly, it was transferred to a depot in Bath, where it worked and was later sold on to a person in Oxford, who used it on heavy haulage there.

Later it was laid up and put up for sale. A lovely couple from



Scotland, Joyce & David, came down and bought it, got it started and drove it back home with no trouble. It was stripped and rebuilt as a ballast tractor and was used for marine haulage and vintage tractors, as well as making long trips, towing a showman's caravan around the country. Several years ago, I went up to Scotland to see it and was treated really well and allowed to take it for a drive. It's a different drive now from what I remember, but is still almost all original – engine, gearbox, diff etc – never fails to start first time on the button. I can't thank Joyce & David enough for saving VYL 926; they love it and treat it as a member of the family. I think it will go for ever.

Maurice Nicol, Caerphilly



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3571. Ross On Wye. UK. Trucks. June 2017. Another one of our favourite spots the first in a trio of west country lorry bashes taken first thing on a Monday morning

3572. Monmouth. UK. Trucks. June 2017. A blazing hot morning at our usual roundabout entering Monmouth, traffic slowed for grass cutting work makes it easy!

3573. Avonmouth Docks. UK. Trucks. June 2017. The temperature is in the 30s as we capture the very interesting lorries which are leaving Avonmouth port area

3578. Limassol. Cyprus. Trucks. July 2017. A look at the mostly ex UK lorries at Limassol docks where action all day is always delivered, sunshine as always 3579. Cyprus. Trucks. July 2017. Mainly taken in and around Limassol and the dock approach roads in very hot sunny weather, lots of ex UK machines there

3580. Cyprus. TRNC. Trucks. July 2017. An important tour of Northern Cyprus through the Turkish occupied areas albeit very friendly to myself, plenty of discoveries

3581. Cyprus. TRNC. Trucks. July 2017. Scenes taken mainly at the largest port in TRNC at Famagusta with lots of opportunities to spot golden oldies from UK



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TVW AND HALL & CO

I thought I would give you a little feedback on a couple of articles in the VR October edition. First off, hopefully attached should be a photo of the TVW captured by Leo Pratt. I saw this back in 1990 at Rush Green. I was with some friends and after a bit of deliberation realised that it was in fact a TVW.

I worked this out by spotting a casting number on a spring hanger that included DV in it. This gave it away and proved beyond doubt, as this was indeed a Sentinel casting and, as we all know, TVW vehicles were built using the remnants of Sentinel chassis.

This one was registered NWW 666 (Yorkshire) and was used by Fred Chappell of Grange Road, Batley (the number plate was still attached on the rear of the vehicle at the time of our visit).

Also, digging around near the front of the vehicle we unearthed the front grille (alas minus badge). The grass had woven its way through all the mesh on the grille, but we persevered and placed it on the front of the vehicle using twigs to hold it in place to take the photograph.

We did the decent thing afterwards by

placing the grille in the tipper body, which may still be there. The last I heard about this very rare vehicle it was in a sorry state, such a shame as this must be the rarest vehicle in the UK! I wonder if it will ever be saved, I reckon instead of lottery money being wasted on 'works of art' this is a prime candidate for funding?

I spoke to Howard Hackney many years ago, whose Uncle was Tom Ward, a director of TVW. He told me that the one in Rush Green was originally fitted with a Rootes TS3 two-stroke engine; that would have made it fly I bet! Obviously the engine was removed many years ago.

Secondly, in the article about Hall and Company by Phil Reed, he mentions the difficulty of removing and inserting liners in the Leyland 400 engines.

When I worked at Shirley's Transport as an apprentice mechanic, we had these engines in the Albion RE27 Reivers.

Extracting the liners was my job, in the cab using the long ratchet bar in a very cramped cab on a hot day was, I suppose, always going to be the apprentice's job!

However, we used a far easier method to



insert the new ones. Instead of reversing the process with the ratchet, young James Shirley placed the liners in his mother's chest freezer for at least 24 hours, we then filled the block with hot water out of the kettle and also had the garage space heater blowing on the vehicle. You may guess the rest, but we actually found it quite easy to tap the liners into place, with just a block of wood across the top and a lump hammer. I must stress that we NEVER had a problem with this method! I hope you find this interesting.

Oh, by the way I am sure the vehicle on the bottom right page 45 is a Straussler and not a Tatra, if you look close you can see the badge looks like an 'S'. However, I stand to be corrected!

Carl J Johnson, Staffs Moorlands.

TWIN-ENGINED FORD 1

Further to the letter from R Benstead in the September issue, I can provide some more information on the twin-engined Ford D Series tractor that he saw at the Boreham test track.

From 1970-72, I worked at the BRS Ipswich Repair Depot, and during this time it arrived from Dagenham. There was impending industrial action and it was sent to us to be finished off. Our mechanic completed the last few fitments to it, brackets etc, and I sprayed it up in BRS Ayres Red with black wings. I recall that the cabs were set up much higher than on a normal D Series, and the front wings were wider.

We were unable to use the vehicle, because it was too long – when turning, it would hit the landing legs of a normal trailer. As a result, it went to our Peterborough depot, where they operated it with a trailer that had the landing legs set further back.

On the grapevine, I heard that it was not very successful. It had two engines, gearboxes and clutches (one for each of the back axles), but only a single throttle, clutch pedal and gear lever. Apparently, it proved impossible to synchronise the engines, and changing gear in two gearboxes simultaneously with one gear lever was no easy task!

Malcolm Flockhart, Ipswich

TWIN-ENGINED FORD 2

Regarding the letter in the September issue about the BRS Ford D Series with two engines, my friend Chris Campbell had the attached published in Truck magazine in 2002. He has given me permission to e-mail it to you for possible inclusion in your 'Scene and Heard' as a follow-up to R Bensted's letter. I realise it may not be ethical to re-print an article which has previously appeared in a competitor's magazine (Truck magazine is mentioned in the last paragraph), but you can edit it as required. Chris took the photos but unfortunately no longer has the negatives.

Bob Dickson/Chris Campbell, Stirling

EARLY TRIALS AT 44 TONNES



search brings up a few more images of the Straussler tanker, which appears to have been developed by the emigré Hungarian engineer Nicholas Straussler, who also developed the amphibious tank used in the D Day landings.

Norman Tooke, Milton Keynes

I stand corrected. You know when you have that feeling something's not quite what it seems? It's the same with the Dodge/GMC...



IT'S A STRAUSSLER

Regarding the photo on page 45 of the Anglo Iranian tanker, I'm sure I've seen a photo of this vehicle before. It's in Nick Baldwin's Vintage Lorry Album Number two, page 59, this book was published some time in the 1980s and, believe it or not was the first book in my collection that I looked in when searching for the photo. It's a 1935 Straussler, powered by a 150bhp V8 petrol engine driving the two front axles. A Google

SEEN AT WEEDON

By chance I came across this ex-NFS Austin Fire Engine ex-NFS today, in original condition and just parked up, but apparently it goes! I was visiting a photographic studio at the former 1806-built Military Ordnance Depot and Canal at Weedon Bec, Northamptonshire, and saw this, so took a snap.



This place was going to be the home of the National Fire Service Museum, but planning problems has put an end to it, and I'm told is moving to Petersfield (but not

verified). You may know some more?

It's now home to various businesses in the ex-military buildings, though there also seems to be a modern military presence as there were some military vehicles and squaddies about!

Malcolm Ranieri, via e-mail

IT'S A DODGE 1

As a long time reader of your magazine, I must say I enjoy the articles and pictures you show. There is one small correction I feel it may be helpful to make in the part 3 of your 'Apprenticed to Hall & Co'. At the top of page 13 there is a photograph of an ex-War Department GMC. This is actually a much rarer ex-WD Dodge WK60. Built with RHD and a Thornton rear axle with WD split rims. They were supplied as chassis cabs, to be bodied in the UK as recovery trucks, using our own WD pattern recovery bodies, to supplant vehicles lost during the evacuation of Dunkirk.

I am not sure how many were made, but it is likely to be in the low hundreds. Most seemed to go to the Middle East and it is pleasing to see at least one made it back.

I hope this proves interesting or useful.

Jason Dyde, via e-mail

IT'S A DODGE 2

I have just obtained the October issue, as usual packed with plenty of historic items and long may it remain that way. Now a couple of things for the letters page; the recovery vehicle (GMC) on page 13, which is an excellent image is, in fact, a Dodge WK60 3 ton gantry recovery. An image is attached, during World War II. Around 200 of these chassis-cabs were supplied on lend lease and fitted in the UK with the same standard gantry recovery body as was fitted to our Austin K6 and other 6x4 3 ton forward control trucks. As far as I know two, rather dilapidated vehicles are awaiting a restoration. I believe the idea is to make one restored vehicle from the two – I bet the owner would love to have got his hands on one in the condition shown in magazine. On page 12, the image top right, the fourth vehicle along with the large replacement cab fitted by Halls looks more like a Diamond T 969 than a Mack.

Les Freathy, via e-mail



WEDDING BUS

I saw this Daimler bus parked in Callander, near Stirling, on Saturday afternoon, waiting to pick up a wedding party. Does anybody have any other details.

Alex Saville, via E-mail

SEEN AT ASTON MANOR



I attach a photograph which you might consider suitable for Vintage Roadscene. It was taken at an open day at Aston Manor Museum, Aldridge, in May and shows West Bromwich Corporation fleet no 174, GEA 174, a 1952 Daimler CVG6 with Weymann body, alongside Birmingham City Transport no 2222, JOJ 222, a 1949 Leyland PD2 with Park Royal body.

No 174 displays route 74, which was jointly operated by West Bromwich and Birmingham, along with route 75, Wednesbury to Birmingham. Each route had shortened journeys, appropriately numbered 73 to 79.

No 2222 displays route B87, which was in fact a Midland Red route. The B80s were jointly operated with Midland Red along the Dudley Road. However, Birmingham buses did not travel so far as Dudley.

No 174 belongs to the Black Country Living Museum and was rebuilt over some nine years by the volunteers of the transport group. 2222 is still in the process of restoration.

Ken Rhodes, via e-mail

RALLY WOES 1

With reference to the comment in Vintage Roadscene Issue 215 October 2017, page 67, after reading through this article, I felt the need to contact you, as it seems that some of the comments were aimed at me. I own a cattle lorry as well as some tippers. I always stay with my vehicles, especially on the Sunday at Gaydon to talk to people, and my vehicles are never locked so that people can look around them if they wish.

I am very surprised that somebody took the time to complain, saying that I have no interest in talking to people. As the gentleman explained in his letter, there was already a talk going on in the back of the cattle lorry. I couldn't really break off the conversation I was already having, to come over and say hello. Everybody is welcome to join in any conversations that I may be having, especially when it involves vintage vehicles, as this is one of my passions.

The last thing I want is to do is put people off coming to these events, or trying to talk to the owners of the vehicles. Moving forward, I will be having a sign made up, explaining to people that they are welcome to look around the vehicles, and that if they have any questions, I am more than happy to talk to them.

Neil Bartlett, Neil Bartlett Haulage Ltd



Neil Bartlett's Bedford OL cattle truck, seen at the company's open day in September – full report from Malcolm Ranieri in a future issue...

RALLY WOES 2

In answer to Stephen Moran's letter 'Rally Woes', on page 67 of the October issue, I am an 80 year old Shelvoke & Drewry enthusiast and have six vehicles, from 1922-1991, in my collection. One of these, EGZ 9390, is shown on page 62 of the same issue.

It cost me over £1,000 to be present at the Ayrshire Road Run and it was worth every

penny. I would like to thank Alex Saville for including this image of my SD in the pictures in the Rally Round-up. Bill Reid, one of the organisers of the event, told me that 140 vehicles took part in the 2017 Ayrshire Road Run, including seven from Northern Ireland.

Close examination of the image on page 62 you will see a display board at the front of my SD, with information on EGZ 9390 and on the back details about Mr Harry Shelvoke and Mr James Drewry. Many visitors to the road run photographed the display board.

Having invested time and resources to be present, I wished to look at the other 139 vehicles on display and I am sure other exhibitors wished to do likewise. I try to go to six or seven events each year with my SDs.

I rest my case, your worship. Would the foreman of the jury give us their decision in a future issue of Vintage Roadscene, which I look forward to each month. It is also good value.

Peter Johnston, Belfast.



RALLY WOES 3

First of all, congratulations on a top class magazine. I enjoy all forms of classic transport and the monochrome photos are excellent. But now onto the reason for this e-mail.

I read with interest the recent letter from Stephen Moran concerning his bad experience of the three shows he has been to in ten years! I have been in the preservation movement for over 40 years and have attended hundreds of events up and down the British Isles, both as paying public, but mainly as an exhibitor.

From my own point of view, the first thing I do after parking in my designated space is to find the nearest toilet. Then I find a good tea stall, then it's bacon butties. So that is about an hour gone. Then I take a stroll back to my lorry, pausing to look at other lorries, I may bump into an old friend or two. Before I know it, I may have been two hours or more. Do you see a picture in the making Mr Moran?

I fully appreciate that the public want

to ask questions about one's vehicle but when they may have driven a few miles in their new or nearly new car, they need to think about the fact that I, and my 'cliquey' friends, may have driven a considerable distance in an old lorry at 35 miles an hour or less, struggling without power steering or decent brakes, in a vehicle from a bygone age. One that has no hope of keeping up with modern traffic. The truth is we want to relax and chat with our fellow event-goers.

However, I agree that some owners could do more to give a history of their vehicle. With more people becoming computer literate, an A4 sheet of information could easily be printed off and, with the cheap laminators available, a nice show card could be displayed. How about it Mike? An A4 giveaway show card within the pages of Vintage Roadscene, good advertising for you as well?

Anyhow, food for thought. Feel free to print this in the magazine.

Paul Bundy, Louth, Lincolnshire.

RALLY WOES 4

Further to Malcolm's article in a previous publication and Stephen Moran's letter in the October issue, I used to visit rallies but only twice did I get to speak to an exhibitor. One was at the Leyland Motor Museum's annual event where I met a very nice man, who was very keen to show me and tell me about his late 1930s Immaculate Leyland Beaver restoration. The other time was at Belvoir Castle, where another exhibitor had restored a Leyland Comet artic in Eastern BRS Livery. He was also pleased that I was interested in his vehicle.

As for the rest, forget it. As Stephen said, if you could actually find anybody with the exhibit, it was usually made obvious that they didn't want to enter into conversation.

I am now retired but was a heavy goods and coach mechanic in my early working days. I haven't been to a rally for several years now for the above reasons, so I have probably saved myself some money on travel and entry fees, etc.

John Sutton, Melton Mowbray

There has been quite a response to Stephen Moran's letter, with positive feedback from vehicle owners. While sympathising with what paying visitors might want, we have to remember that the owners and drivers will have spent more to be there and want to enjoy themselves as well. Information boards would help, and they're often used already. Remember, it's our hobby and we all want to enjoy ourselves as much as possible.

HCVS RESPONDS

In response to Mr Swain's letter in the recent issue of *Vintage Roadscene*, the HCVS London to Brighton Team would like to make the following comments. We, of course, would have been pleased to accept Mr Swain's entry, however, we need to look at the facts.

In 2015, the Swains entered two vehicles for the run, which were both accepted, but unfortunately neither turned up on the day, so denying two other members the opportunity to take part. In 2016, the Swains again entered two vehicles, which were both accepted, but one was entered with a trailer which was far too large to be accommodated on Madeira Drive (the entry form clearly states the maximum size of vehicle plus trailer accepted). However, following a telephone conversation, we thought the problem had been solved, but again this vehicle failed to appear, once more denying another member a place on the run.

So, when the Swains entered for the 2017 London to Brighton Run,

bearing in mind that space along Madeira Drive is at a premium, the Brighton Run Selection Committee of 11 people took the view to award the places to more reliable entrants.

We would agree that the majority of vehicles taking part in the run are from the South, possibly due to the fact the run takes place in the south, but we certainly do not discourage our more northerly members. In fact this year due to an overwhelming entry we had to reject over 40 vehicles – many from the southern area. Equally, our HCVS Trans Pennine Run has a very large entry from the North.

We are very disappointed that Mr Swain did not write to our own Society HC News with his comments or, indeed, contact one of the Brighton Run organisers with his grievances.

Historic Commercial Vehicle Society London to Brighton Organisation Team.

We seem to have blundered into the middle of something here. Like the 'rally woes', good points all round, and maybe we all need to be aware of the other guy's point of view...

APPRENTICESHIP – LIGHTENING THE MOOD...

I've been asked many times: "How can you be so stupid?" Well, I spent many years as an apprentice fitter for Frank Taylor of Hallam, under the wing of Jim Seale, a comedian-cum-fitter. Never a dull moment, a laugh a minute.

Those were the days, my friends. your work started when those Dodge Kews and Leyland Comets rolled in at night, and it had to be a major breakdown if the next day every wagon didn't hit the road.

The money was not bad if you worked 24 hours a day. By the way, Jim lived to be 101 years old. I put it down to the snuff he shovelled up his nose and his sense of humour.

A chap walked into the garage and said: "Is the gaffer around?" Jim said: "That's him, by the coke stove, training to be a fire guard. You will have to shout, mate, as he's as deaf as a post." Frank said: "Jim, take this bloke up the road in SAY 111, and see if he's any good. Before you go, in the First Aid box you will find some cotton wool. Stick some in your ears, the bloke don't half shout!"

About half an hour later, SAY 111 pulled into the yard. Frank said to Jim: "Well, is he any good, and did you find out where he worked before?" Jim said: "He's a first class musician, it must have been the Albert Hall, it's the first time in my life that I've heard 'Abide With Me' played on an Eaton two-speed gearbox.

I think some of his humour rubbed off on me. God bless you, Jim Seale, what a pleasure it was to work with you.

The Jester From Leicester.

NEXT MONTH...

SHOWMEN IN KENT

A YORKSHIRE ROAD SWEEPER DISCOVERED

STONEFIELD FIRE ENGINES

BRISTOL/ECW BUSES OF THE PAST

MORE ● HALL & CO ● KENT & SUSSEX ● 2017 RALLY ROUND-UP

A DRINK FOR CHRISTMAS



IT'S THE DECEMBER ISSUE...

DECEMBER ISSUE ON SALE NOVEMBER 17TH

* Circumstances might cause the planned contents to change

Getting in on the Act



It seems there has always been a lot of competition to be the first over a new bridge when it's opened. For vehicle makers and transport companies, there is the opportunity to have your name to the fore in any of the resulting news broadcasts.

Here on 19th July, 1932, we see that Armstrong-Saurer hit the jackpot, at the opening of the new Lambeth Bridge. Its proximity to the Houses of Parliament in the centre of London guaranteed the event a lot of interest and a 'good press', so lots of people would have seen the lorries.

This press release picture, which I admit you might have seen before, shows 'a new type Armstrong-Saurer diesel-engined six-wheeler, the introduction of which was announced a few weeks ago'. The 'Dominant' was a 90 bhp 12-tonner, according to a show report in a November 1931 Commercial Motor, and part of a range being built by Armstrong Whitworth at its Scotswood-on-Tyne works, under licence from Saurer of Switzerland. Production ceased in 1937, but these heavy trucks made quite an impression on the lorry market at the time.

Helped, of course, by stunts such as this. There are actually two Armstrong-Saurer lorries in the picture. The dropside with a tilt going in the other direction was lettered 'Armstrong-Saurer Diesel-engined, while its draw-bar trailer was



lettered 'Dyson 7/8 ton Demonstration Trailer' on the sides and 'Double your load with Dyson trailers' on the tailboard.

The Dominant was in the fleet of Risdon Semper & Co Ltd, then a well-known name in the transport business, with head office in London and branches in Liverpool and Manchester, one of many hauliers which disappeared when British Road Services was formed after the war.

The side view, which was published in 'Modern Transport' in January 1933, shows the signs attached, saying that the lorry was loaded with paper from Empire Mills, Greenhithe, Kent, for the Daily Mail (it was a bit off-course, crossing the bridge in the wrong direction to reach Fleet Street from Kent). Another, smaller sign says the bodywork was by G Scammell & Nephew of London E1, which is interesting, as the Armstrong-Saurer was probably the nearest rival to the Scammell six-wheeler of the time...

The lorry was crossing the bridge behind a mounted policeman, necessary, the press

release tells us, to clear the way through the crowds for the vehicles. There are certainly lots of them, on foot and on bikes, come to see King George V open the bridge. I can't quite believe that's his Daimler limousine we can see behind the Dominant – but it looks like it...

The new bridge, a five-span steel arch, built by Dorman Long, now a Grade II listed structure to preserve its special character, to replace a suspension bridge, originally opened as a toll bridge in 1862, which had been closed to vehicular traffic in 1910. At the same time, Horseferry Road (where the London Fire Brigade Headquarters is) was widened on the eastern bank – the river actually flows to the north at this point, which seems strange – while on the western bank (what most of us would probably think of as the north), Millbank and the Chelsea Embankment were rebuilt after floods in 1928.

All in all, a little historical research reveals a fascinating historical scene, with more than immediately meets the eye...

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